

Today's
Advertisements.THE INSTITUTION OF ENGINEERS
AND SHIPBUILDERS OF
HONGKONG.
INCORPORATED, 1891.

NOTICE TO MEMBERS.

A SMOKING CONCERT will be held in
the Rooms of the above Institution, TO-
NIGHT, the 16th instant, at 9 P.M.
Members and their Friends are cordially
invited.ARCHIBALD RITCHIE,
Hon. Sec.

Hongkong, 16th September, 1899. [1173a]

HONGKONG ST. ANDREW'S SOCIETY.

THE ANNUAL GENERAL MEETING
for the purpose of receiving the Report of
the Committee and Statement of Account for
the past year, and for the Transference of General
Business will be held in the CITY HALL, on
TUESDAY, the 26th instant, at 6 P.M.

SPECIAL GENERAL MEETING.

THE Committee convenes a SPECIAL
GENERAL MEETING of the Members
of the Society, to be held immediately after the
Annual General Meeting, for the purpose of
considering and passing certain alterations in
the Constitution and Rules of the Society.
JAMES M. FORBES,
Hon. Secretary.

Hongkong, 16th September, 1899. [1183a]

MEDICAL.

UNIVERSITY Graduate practising in
China desires to act as "LOCUM
TENENS" for long or short period, in the East.
Testimonials, &c., on Application.
Address:—"MEDICAL,"
Care of Office of this Paper.

Hongkong, 16th September, 1899. [1183a]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND FUOCHOW.

THE Company's Steamship

"HAI TAN."

Captain Roach, will be despatched for the
above Ports, on TUESDAY, the 19th instant,
at 10 A.M.
For Freight or Passage, apply to
DOUGLAS LAURIE & Co.,
General Managers.

Hongkong, 16th September, 1899. [1183a]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL and
AMERICAN PORTS.)

THE Steamship

"VALETTA."

Captain C. F. Preston, R.N.R., Harbours, carrying
Her Majesty's Mail, will be despatched
from this for BOMBAY &c., on SATURDAY,
the 20th instant, at Noon, taking Passengers
and Cargo for the above Ports.
Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into a steamer
proceeding direct to Marseilles and London;
other Cargo for London &c., will be conveyed
via Bombay without transhipment.
Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.
Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.
For further Particulars apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 16th September, 1899. [1183a]

Intimation.

A. S. WATSON & Co.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

SCOTCH WHISKY.

A.—THORNE'S BLEND, White
Capsule \$10.80B.—WATSON'S GLENROTHY
MELLOW BLEND, Blue
Capsule, with Name
and Trade Mark 10.80C.—WATSON'S ABOLOUR
GLENROTHY, Red Cap-
sule, with name and
Trade Mark 12.00D.—WATSON'S H.K.D. BLEND
OF THE FINEST SCOTCH
MALT WHISKIES, Vi-
olet Capsule 14.10E.—WATSON'S VERY OLD LI-
QUEUR SCOTCH WHISKY,
Gold Capsule 15.00THORNE'S BLEND and WATSON'S
GLENROTHY are high class Scotch
Whiskies, of greater age than most
brands in the market.ABOLOUR-GLENROTHY is a very old
Scotch Whisky, (mellow) and much
now being replaced in stock at the price
of 15.00.D is well known for its fine
flavour.E is of superb quality and pro-
nounced by leading local connois-
sours to be the best brand in the
Hongkong market.A. S. WATSON & Co., Limited.
THE HONGKONG DISPENSARY.

The Hongkong Telegraph

HONGKONG, SATURDAY, SEPTEMBER 16, 1899.

NOTES AND COMMENTS.

THE TRANSVAAL CRISIS.

The news given by Reuters, in the
telegram which we publish to-day, to the
effect that a meeting of Orange Free State
burghers has passed a resolution to stand
shoulder to shoulder with the Transvaal in
case of hostilities, cannot be said to be
either unexpected or surprising. True, the
President of the Orange Free State recently
denied that his State thought of taking up
arms against the British Government, as
reported by Reuters in a London telegram of
30th ultimo, but it must be remembered that
the Free State and the Transvaal are bound
by a treaty, made in 1867, to stand by one an-
other in case of either being attacked, and it
is doubtless on account of this treaty that
the Free State burghers have adopted their
present attitude. The population of the
Orange Free State numbers 207,593, of
whom 77,716 are whites. Every able
bodied man, between the ages of sixteen
and sixty, is obliged to take up arms in case
of necessity, so it is evident that the forces
of the Transvaal will be considerably aug-
mented by the help of the sister state. The
population of the Transvaal is about 850,000,
of whom 250,000 are whites. Stretching
southwards, between Griqualand, Natal and
Basutoland, well into Cape Colony, and
being bounded on the north by the Transvaal,
the Orange Free State would greatly
augment its forces to travel a good part of
the way through a friendly territory instead
of having to force a passage through one or
other of the surrounding British Colonies.
On the other hand, in the event of hostilities,
and the British troops proving victorious,
the conquest of the Orange Free State as
well as the Transvaal would render the whole
of South Africa British, and do away with
the somewhat incongruous position of a
couple of independent, or semi-independent
states wedged in between British colonies.

THE FILIPINOS.

We have frequently pointed out that the
root of the trouble between the United States
and the Philippines lies in the fact that the
Americans are, to a very lamentable ex-
tent, utterly ignorant of the people with
whom they have to deal. They have
looked upon, and continue to look upon,
the Filipinos as so many uneducated
savages running about in a state of
comparative nudity; a people who have
assimilated no more of civilization than
the art of using a gun. Take the cartoons
on the situation published in the Ameri-
can papers; they generally represent the
Filipino as a cross between the Papuan
and the African negro, dressed in a
short petticoat of leaves and decorated with
a head necklace. Of course some allowance
must be made for this on account of the
picture being a cartoon and not a portrait,
but, nevertheless, it is calculated to create
a very wrong impression in the minds of
the American people generally. In the
same way the reports of the American
newspaper correspondents only too fre-
quently refer to the "niggers" or the "savages"
and hence the wrong impression is kept up
and the American public led to imagine
that the present war is being waged against
a primitive and uncivilized people who can
have no possible claims to recognition by any
government; a people who are incapable of
looking after themselves and who, if released
from the strong guiding hand of one of the
great Powers, would quickly degenerate into
a state of savage anarchy such as could be toler-
ated nowhere. This being the case, it is all
the more gratifying to us to find that our
contentions are borne out by two such un-
peachable authorities as Mr. Joseph Stic-
kney, the newspaper correspondent who stood
beside Admiral Dewey at the battle of
Cebu, and the Rev. John H. Phibbs.
Their estimate of the Filipinos as published
by the San Francisco Call will be found in
another column and will fully bear out what
we have so often said with regard to these
much abused and little-understood people.

REUTERS' TELEGRAMS.

THE TRANSVAAL DIFFICULTY.

LONDON, September 14th.
Reuters' Correspondent at Bloemfontein wires
that at a Meeting of Orange Free State burghers
it was resolved to stand shoulder to shoulder
with the Transvaal in case of hostilities.

WEATHER REPORT.

The Observatory report says:—
On the 16th at 11.40 a.m. Barometric changes
are unimportant. Pressure remains high over
China and Japan, and low in the Pacific to the
E. of Luzon. Gradients slight to moderate for
N.E. winds on the coast and in the N. part of
the China Sea. FORECAST:—Fresh N.E. winds;
fair.

LOCAL AND GENERAL.

THE Band of the Hongkong Regiment will
play at the Hongkong Hotel this evening from
8 p.m. to 9 p.m.BANGKOK thought it did rather well when it
managed to run a concert and a farce "on its
own" the other day. At Taiping last month,
we see, a dramatic entertainment was given,
and in the triple bill presented the farce was
written by a resident, a magistrate in fact.
They seem to be strong on the drama in that
little Perak town.—Bangkok Times.THE Universal Gazette is authority for the
statement that Germany has demanded from
China a recognition that "the whole region,
south of the Yellow River, as far as and includ-
ing Kaifeng, the provincial capital of Hunan,
shall from henceforth be conceded as lying
within the limits of Germany's sphere of influ-
ence," and that no reply has, as yet, been given
to this demand.A PRIVATE telegram from Peking received at
Shanghai on Saturday last states that the Em-
peror had managed to write a letter to the
Emperor of Japan which a confidential eunuch
succeeded in taking to the Japanese Legation
for transmission to Tokio. The letter con-
tained an appeal to the Emperor to rescue the
writer from his imminent danger of deposition,
and death at the hands of assassins.It is stated in reliable quarters at Peking that
the fact that several powerful Viceroy, Govern-
ors, and Ministers of the Court have presented
secret memorials to the Empress Dowager
strongly deprecating any steps leading to the
deposition of the Emperor has made her hesi-
tant in placing a new occupant upon the throne.
It is significant also that of the memorialists
not a single one was of Manchu descent.Mr. Jos. H. Love, who has made many
friends in Hongkong during his short stay,
severed his connection with the Waldorf Com-
pany and departed for the United States to-day
on the s.s. Gaelic. The gentleman will return
in a few months with a Company of twenty
people supporting two of America's brightest
stars, Lewis Morrison and Florence Roberts,
who will produce a repertoire of plays that will
include "Frederick the Great," "Faust,"
"Richard III." and "The Master of Ceremonies."
The negotiations were consummated last week
and Mr. Love received word to come to New
York. The remaining members of the Waldorf
Company will give one more performance and
then take their leave for Australia.
Virginia Crampa, the bright little enigma of the
Waldorf Company concluded that she had
seen enough of the Far East and has returned
to San Francisco by the s.s. Gaelic. Miss
Crampa became a favourite among all classes
by her bright and winning ways; and the
Hongkong Volunteers think she is a whole
show in herself.HONGKONG ELECTRIC COMPANY,
LIMITED.To-day at noon an extraordinary general
meeting of shareholders in the Hongkong
Electric Company, Limited, was held at the
company's offices, Queen's Buildings, for the
purpose of submitting the following resolution,
passed at the extraordinary general meeting of
the Company held on August 20th, for con-
firmation or otherwise:1. That the capital of the company be
increased to the sum of \$500,000 by the issue
of 300,000 New Shares of \$10 each, which shall
be considered part of the original capital and
be subject to the provisions in the Articles of
Association contained with reference to calls
transfer, transmission, lien, surrender, voting
power and otherwise and that the directors be
authorized to issue such New Shares at \$10.
2. That the said New Shares be offered to
the persons who on the 16th day of September,
1899, shall be the Registered members of the
existing shares in the proportion of a New
Share for each Existing Share held by them.
Mr. H. L. Dalrymple occupied the chair,
and there were also present the Hon. C. P.
Chater, Messrs. A. G. Ward, C. W. Dickson
(directors), H. Wickham (manager), and others.
On the motion of the Chairman, seconded
by Mr. Veitch, the resolution was passed.
This was all the business.FAREWELL PERFORMANCE OF
MISS JANET WALDORE.Before leaving Hongkong for pastures new,
Miss Waldore, with the kind assistance of the
A.D.C., will give one more Performance at
the Theatre Royal.Her first appearance in Hongkong will be
remembered as in scenes from Ingomar,
assisted by Mr. Norval McGregor, and so
satisfactory and pleasing were these same
scenes, that there has been a most decided
desire expressed to see the lady in a full per-
formance of the play.With the assistance of the A.D.C. who have
proven themselves fully able to cope with the
immortal bard Shakespeare, Miss Waldore will
give the classic and barbaric play of Ingomar
with the following cast:Ingomar.....The Barbarian.....Norval McGregor
Timarch.....G. H. Anderson
Polydor.....G. H. Sexton
Myron.....G. F. Noble
Lycan.....H. W. Looker
Amynias.....R. D. Anderson
Alastor.....H. E. Green
Anubair.....Alhmanni
Novio.....C. H. Lammer
Triobantis.....H. E. Green
Actia.....Myron's wife.....Mrs. A. D. CurrierMiss Janet Waldore as Parthenia.
All will be under the personal direction of
Mrs. A. Dow-Currier.A few notes from the Press of her native
land Los Angeles, California."The Herald."
The chief charm of the impersonation of
Parthenia by Miss Waldore was its girlish
innocence and frank directness. The first
touch of spring. Her facial expression is
mobile and attractive. The role demands both
comedy and tragedy; ranging as it does from
light hearted simplicity to the characterisation
of passionate scorn. All of which Miss
Waldore has well in hand.Mr. Norval McGregor's Ingomar is a fully
able second. He has possession of a fine son-
orous voice with the ability to use it effectively,
and his acting was highly intelligent, forcible
and effective.
The day and date of performance will be
given in ample time to secure seats.

THE PLAGUE.

Cases reported to 15th instant 1,449
Do. do. during past 24 hours 12
Total 1,461
Deaths reported to 15th instant 1,392
Do. do. during past 24 hours 2
Total 1,394

HONGKONG SHARE MARKET.

HONGKONG, Friday, September 15th.
Messrs. Ho, Kien, Kelly and Potts, in their
weekly share report, state:—Business, in con-
sequence of political telegrams from home, has
been more or less curtailed, and rates have in
some instances suffered a slight reaction. The
Douglas Steamship Company, Limited, has
advised its General Meeting for the 30th Sep-
tember. The transfer books will be closed from
the 18th to 30th instant, both days inclusive.
The China Mutual Steam Navigation Com-
pany, Limited, has given notice that a
General Meeting held in London, an Interim
Dividend of 10 per cent. was declared on the
Company's Preference shares. The transfer
books will be closed from the 18th instant to
1st proxima, inclusive, and Dividend Warrants
will be ready on the 2nd of October. The
China Home Company, Limited, (in Liquidation)
has notified that its Register is opened till the
20th instant and all transfers dated on or before
the 14th September, 1899, must be sent in im-
mediately for the purpose of registration as only
those whose names are on the Register will
receive notice of the Reconstitution Scheme.
Banks.—Hongkong and Shanghai Banks have
ruled out of favour and only small sales at 350
per cent. premium have been effected. The
London quotation remains unchanged at 82½.
Nations are required for at 82½. Marine In-
surances.—Unions have been sold at \$259 and
\$260 and are steady at the latter rate. China
Traders are steady at \$64. There is no business
to report in Yangtzes and Cantons. Fire In-
surances.—Hongkong Fire has been in strong
demand with the result that the stock is required
for \$335 with but few buyers. China Fire
has been sold in small lots at \$88½. Shipping.
—Hongkong, Canton, and Macao Steamships
are quiet at \$3½ with no business to report.
Indo-China have been in some demand and
have been done at \$7½ and \$7½, closing with
sellers at the latter rate. Douglas Steamships
have declined to \$52 sales. We hear that the
result of the year's working, after writing off 8%
for depreciation, leaves a profit of about \$34,000,
which it is proposed to place to reserve. Star
Ferries have improved their position and have
been placed at \$19, \$19½, and \$19½. Refineries.—
There is no business to report here. In the
report of the China-Singapore and Luzon Mining
Company, the first and second sales at \$8½ and
\$9½ have taken place. Queen Mines have been
sold at 45 and 47½ cents. Jubilee has been sold
at \$12½ and again firmer and have been done at
\$13½ and \$14. Raub has been sold at \$6½ and
\$6½. A telegram from Singapore gives the result of
the July-August clean-up as follows:—2,375 tons
stone crushed, realised 1,600 ounces melted gold.
Olive's "B" have changed hands at \$7.30, \$7.40
and \$7.50. Great Eastern and Caledonians are
quiet and are obtainable at \$2.80. Docks, Wharves
and Godowns.—Hongkong and Whampoa
Docks after sales at 550 per cent. premium
have been done at \$45 and \$45 per cent. premium.
Keokoon Wharf shares have been dealt in at
\$99 and \$100. Now Ansoy Dock have been placed
at \$18. Lands, Hotels and Buildings.—Hongkong
Lands are firm with sales at \$14½ and \$15. Hongkong
Hotels have been negotiated at \$13½ and \$16. Hum-
phrys Estate have been sold at \$10½ and \$10½.
China Providents are obtainable at \$7½. Cotton
Mills.—We have heard of no business in
stocks under this heading. Miscellaneous.—Green
Island Cements have been sold at \$30. China
Borneas are wanted at \$16½. A. S. Watsons are
much firmer and have been taken off the market
at \$16½, \$16½ and \$16½. Electric have been
done at \$109. Fenwick have been booked at
\$42½. United Asbestos (\$2 paid up) has been
fixed at \$21. Tramways are wanted at \$147½.

A RECORD PERFORMANCE.

The following from a Colonial contemporary
is, we suppose, a record performance in the
way of disqualifying "non triers." At the
Colonial Bacing Club's meeting, the other
day, the stewards adopted an unusual course
in dealing with a batch of sluggish candidates
in the fourth race. *Fannie*, the well-backed
winner, was never approached during the race,
and leading throughout, won in hollow fashion
in slow time. After a consultation, the stewards
concluded that the eleven other starters were
"non triers," and they decided to disqualify all
the ponies excepting the winners for a period
of three months.

THE COLT MACHINE GUN.

The colt machine gun—one of the newest
lead pumps—consists of a single barrel attached
to a breech-loading, which contains the me-
chanism for loading, firing, and ejecting, and
its operation depends upon the pressure of the
gases generated by the firing of the powder. A
portion of these, passing out by a radial vent in
the barrel close to the muzzle and entering a
small cylinder that projects downwards, act on
a piston attached to a pivoted arm which
swings in a vertical plane through a considerable
arc and operates the mechanism of firing &c.
A feature of the gun is that the hammer is
used as the piston for the air pump, the function
of which is to force a jet of air through the
barrel, with the object of removing all residue
or unburnt powder after the empty shell is
extracted. The barrel is very thick—in the
"303" gun it measures 1 9/16 in. in external
diameter—and no water-jacket is fitted, the
makers claiming it to be unnecessary in view
of the slowness with which the heavy barrel
becomes heated. They state that 8,000 rounds
have been fired as fast as the cartridges could
be fed in without the gun being put out of action,
though the quality of the shooting began to
suffer. Another advantage claimed is the
simplicity of its construction, which reduces its
liability to be stopped by such a cause as sand,
and the rapidity with which it can be taken to
pieces and put together again. Its weight is about
40 lb., and that of the tripod upon which it is
slovenly mounted—a structure with two equal
short legs in front and a longer one behind—55 lb.
or 60 lb. Elevation is given by means of a screw,
and the gun is arranged to be aimed and fired
with one hand. The cartridge-belt is coiled up
in a box which is hooked on the breech casing
and moves with the gun. At an exhibition in
England recently three guns were shown in action,
two being of 7 mm. calibre and one of .303 in. In
the former the use of the latter Government
cordite cartridge mark II. The objective com-
posed of eight first-class targets each measuring
12 ft. by 6 ft., giving a total surface of 96 ft.
Volleys were fired at twelve, ten, eight, and
five yards, but as all the guns at each range
were directed against the same target it was
impossible to judge of the shooting at the
different distances. The general result was
that 100 of 8,000 rounds fired 3,000 were re-
ported to have hit the target, a certain number of
bullet-marks being noticeable both at the
extreme top and bottom. The vertical spread
was stated to amount to about 7 ft. at 1,000 yards.
As to jamming, whether it was due to defective
ammunition or to other causes, it certainly was
not altogether absent; one of the 7 mm. guns,
for instance, stuck three times in the first 100
rounds, though it should be added that the
subsequent behaviour was better. The machine
gun used in Samoa recently, which jammed
and cost two officers their lives, was a Colt.
The U. S. War Department are now
sending them out to the Philippines.AN ESTIMATE OF THE
FILIPINOS.The last appeal made to the nations by the
Filipinos, which recites the facts, already
affirmed by one of Dewey's officers, that they
had conquered Luzon and Panay single-
handed, and that under the laws of nations it
was theirs by the title of conquest when Spain
pretended to sell it to us by the treaty of Paris,
will again rouse what may be called a personal
interest in these people. To what stage of
civilization have they advanced and to what
extent are they educated are queries that bear
forcibly upon their standing and upon the
most deplorable relation we occupy toward
them.There are two recent contributions to the
stock of information on this subject that de-
serve respect and will command widespread
confidence. Mr. John Howe Peyton of Penn-
sylvania, a missionary of the Episcopal Mis-
sionary Society, who has been in service
among the United States troops since we invaded
the islands, has written very comprehensively
to Mr. Fortune of Pittsburg, who has published
his letter. Mr. Peyton, after describing ex-
cursions into the country, intercourse with the
people and investigation of their social and
educational status, says: "These people sur-
prise me greatly. A larger percentage of them
read and write than I found among the country
people of West Virginia, Tennessee and
other of our States. They are wonderfully
polite and courteous, genial and even affec-
tionate when not repelled. And they have shown
themselves brave in battle and persistent in
purpose."When the battle of Manila Bay was fought
there stood with Dewey on the *Olympian* ex-
naval officer, whose offer to volunteer for the
day's service was accepted by Dewey. This
volunteer was Joseph L. Stickney, whose
account of the battle written as correspondent
of *The Call* was the first detail to reach the
outside world. Mr. Stickney has remained in
the Philippines and in touch with every
phase of the subject ever since, and has just
issued a book, "War in the Philippines," which
begins with the first event and presents with
painstaking particularity all obtainable docu-
mentary evidence on every side of the subject.
His narrative comes down to June 14, 1899,
so that it is a reliable book of days to that date.The author made the acquaintance of
Aguinaldo and the members of his government.
He says that Aguinaldo is only 29 years old,
but is a thoroughly trained and intelligent
leader, well educated and a lawyer of merit.
Mr. Stickney continues: "He won his leader-
ship not by chance but by his own energy and
abilities, joining the insurrection against Spain
in the latter part of 1896. Spain maintained a
strict blockade, making the importation of
arms impossible, and the rebellion languished.
When it was on its last legs Spain offered to
meet all the rebels' demands for governmental
reform and pay the leader the sum of \$400,000
in gold to abandon the outbreak. Aguinaldo
was to be paid the first half of the money in
Hongkong, whereupon he was to notify his
followers, who were then to lay down their
arms. This was carried out at the close of
1897, and the treaty of Biyak was signed in all
solemnity. Then, dealing with the Filipinos
just as she had with the Cubans in 1895, Spain
refused to carry out the rest of the agreement,
and the insurgents renewed the hostilities as fast
as they could obtain equipment, the \$300,000
received by Aguinaldo going for that purpose.
When the United States declared war against
Spain the new rebellion was well under
headway."Here Mr. Stickney quotes General Francis V.
Greene, U. S. A., to show how honourable was
the position maintained by Aguinaldo. Though
he was sued by Aracho, another of the leaders,
for a division of the money, he kept the sum
intact as the trustee of his countrymen for the
purpose of forcing redemption of the Spanish
pledge of government reform. This part of
Stickney's narrative, affirmed by General
Greene, is of special importance, since Agui-
naldo has been held up to contempt by the im-
perialist press as a hypocrite who sold out his
countrymen for Spanish gold. This view of
him has been of injury to the people of the
United States, who are furnishing the men and
money to fight him, because it represented him
as a mercenary quitter, a poltroon, who might
be expected to run at any moment.Of his officers Mr. Stickney says:—"The
Secretary of Foreign Affairs is Cayetano S.
Arellano, formerly professor of law in Manila
University, a magistrate and leader of the bar;
his assistant in diplomacy is Dr. Pardo de
Tavera, an author of repute and graduate of
the University of Paris. The General Director
of the War Department is Antonio Suna, a
bacteriologist, student of Pasteur at Paris and
graduate of his Institute. Jose Alexandrino is
chief of the Bureau of Agriculture and Fernando
Canton of Public Works, one a graduate of
Ghent and the other of Leyden. The Bureau
of Hygiene and Sanitation is in charge
of Dr. Jose Albert, graduate of the University
of Berlin. Ibarra, Secretary of Home Affairs;
Basa, head of the Department of Justice; Alois,
Chief of the Police Establishment, and Tanco,
Registrar of the Department of Justice, are all
University graduates and lawyers of distinction.
Baldonero Aguinaldo is Secretary of War.
Tosio, Secretary of the Treasury, is a wealthy
merchant, and so are Ledesma, Secretary of
the Navy, and Noron, Chief of the Bureau of
Commerce. Pedro Paterna is President of the
University of Madrid. Segardo, Chief of the
Treasury Bureau, is a graduate of one of the
English universities."It is quite doubtful if any Cabinet in the
world has as large a percentage of educated
men as that of the Philippine republic, while
Mr. Peyton's testimony as to the universality of
education among the people goes to show that
the university men are not exceptional in-
stances resting upon a foundation of ignorance,
but the natural outgrowth of the love of a
people for learning and the liberty to which it
leads.—S. F. Call.

MIXED METAPHORS AT THE CAPE.

At this moment, when the Cape Parliament
is recording so much attention, it may not be
amiss to write a correspondent to a home paper
to record a speech I heard delivered in that
House about two years ago. The speaker was
opposing a certain bill introduced by two
members. He was English by name and
speech, more or less Dutch in sentiment and
sympathy, gaunt, tall; a highly respectable old
gentleman. He wagged a long beard and a
long forefinger; and this is what he said: "The
members for X and Y and Z and the hon-
ourable member for Y declare it is a measure for
your good. But it is not; it is a coelestiac's
egg, and from this coelestiac's egg they have
hatched a flaming serpent. I see it now, I
see it flying about in this House. And I warn
you (wagging the long forefinger), I warn the
Dutch members of this House—they are offer-
ing it to you as an olive branch. Do not accept
it as an olive branch—it is a cobweb in which
you will all be engulfed." This member must
be a lineal descendant of Sir Boyle Roche, for
his speech irresistibly recalls the famous: "I
smell a rat; I see it brewing in the wind; but
I will nip it in the bud!"

SHOOTING IN ANTHONG.

A SERIOUS AFFAIR.

A correspondent informs us, says the *Bang-
kok Times* of the 14th inst., that information
has reached Bangkok of a serious occurrence
at Anghong last evening. It seems that about
half past seven o'clock, while Captain Scarlett's
men were having dinner by the side of the
river, they heard a "gong beating" in the
Governor's compound on the outside of the
river. Immediately afterwards twelve shots
were fired from the Governor's compound
across the river into Captain Scarlett's launch
and houses. The chief engineer of one boat
was shot through the groin, and a woman
sitting on the bank above the launches was
slightly wounded. The wounded man was
brought down by launch last night, and is now
in the Bangkok Hospital.Captain Scarlett had himself a narrow escape,
one bullet whizzing close past his head and
burying itself in the wood of his house.
Such is the information that has been receiv-
ed in Bangkok, and the matter will no doubt be
the subject of strict inquiry.Later we hear that information has been
sent regarding the affair in the British Consulate
this morning. It is also alleged that the shots
were fired by members of the Gendarmier
force stationed at Anghong.September 6th.
Though officially there is nothing to be
learned regarding the Anghong affair beyond
a denial of the accuracy of the reports that have
already appeared, more details are now to
hand. The unfortunate affair is exciting a
great deal of interest in Anghong, and it did
not take place in a corner. From the infor-
mation we have received there seems every reason
to believe that the shots were not fired across
the river, and that they were premeditated.

A GOLD STANDARD FOR SIAM.

IMPORTANT DEVELOPMENT OF FINANCIAL
POLICY.Siam is about to adopt a gold standard. At
least there is a good prospect that this step of
far reaching importance will be taken almost
immediately. It is known that the Comptroller-
General has recommended the adoption of this
policy, and that he has elaborated a scheme
which is now under the consideration of the
Government. His Majesty, it is said, has
expressed general approval of the proposal.
Anyhow it will come before the Legislative
Council in a few days, and if that body approve
one may expect a royal decree to be issued
instituting the change almost at once.We do not know the details of the measure,
but the essential features are:—the closing of
the Mint to the free coining of silver and the
fixing of the price of the tical at, we believe,
sixteen pence. That by the way is the same
as the rupee under the new Currency Bill of
the Government of India. Of course the decree
of the last reign under which the value of the
tical was fixed at three-fifths of the Mexican
dollar would have to be rescinded at the same
time. A Siamese gold currency could not
be profitably adopted at present, but it is
proposed to set aside the profits on the
coining of the new tical as a special fund
and in the course of ten years or so it is hoped
by this means to be able to establish a gold
currency. In any case, one may suppose, the
present wretched system of buying dollars to
coin into ticals will be stopped, and bar silver
will be bought for the purpose in London.Naturally the Banks have been con-
sulted in regard to the proposed change, and
we understand it has been arranged that the
large deposits which the Government has at
each of them would be entered under the new
standard at the present exchange value of the
tical.—Bangkok Times.

A REFORM PARTY IN CHINA.

A PROPHECY.

ON ZEBRAS.

Professor J. Gosser Ewart, in the course of a lecture on "Zebras and Zebra Hybrids," at the Royal Institution, London, recently began by discussing the invisibility that had been attributed to the zebra at short distances, and described some of the observations he himself had made on this point. These quite bore out the belief that it was possible for a man not only to hear a zebra breathe, but even to see it without being able to see it. Young zebras were less easily seen than adults, but in his experiments with a full-grown one he found that on a starlight night it became invisible at ten yards and in moonlight at forty. After giving reasons for supposing that not so very long ago the horse was completely striped, he proceeded to consider why its stripes had disappeared, and came to the conclusion that the reason was to be sought in the fact that they ceased to be of any special use to the animal as a protection against its enemies. Just as the horse had been gradually losing his stripes, so the zebra, he thought, had been increasing them, and in the quagga there was perhaps, an instance of reversion.

THE SULU AGREEMENT.

The following are said to be the terms of agreement entered into between General Bates for the U. S. and the Sultan of Sulu. The U. S. will protect the Sultan and his people against all foreign aggression. The Sultan agrees to recognise the sovereignty of the U. S. The religion of the natives of all the archipelago will be respected. The U. S. will occupy such ports in the archipelago as it deems necessary. Purchases of lands must be with the permission of the Sultan. Firearms are absolutely prohibited to be imported in any form. U. S. courts similar to those in the Philippines will be established, to have jurisdiction except over native troubles. The U. S. will suppress piracy.

CHINESE JEWS.

THEIR ORIGIN WRAPPED IN MYSTERY.

China, an common with all the other nations of the earth, has not her Jewish settlers, a caste whose origin was wrapped in mystery, and whose descendants are fast disappearing absorbed by the Mongol multitudes in whose midst the remnants dwell. In Chinese manuscripts of the greatest antiquity (says *Israel*), the "Tow-Kin-Kedow," or Separators of the Sineo from the Flesch, are referred to. They were also known as the Worshippers of Heen, Heaven, or the Deity. They came from Sivu or the West Country. The date of the immigration is uncertain. Tradition states that they settled as early as 249 B.C., but the more probable period is between 58 and 75 A.D., when colonies of these people were known to exist in Kaitung, Kansu, Ningpo, Peking and Ningling. Their language is a mixture of Hebrew and Chinese, with a distinct trace of Persian. The possession by them of the Book of Ezra proves that they were separated from their kindred after the date of that work, but by Christianity they had heard nothing. One supposition is that they formed a portion of the followers of Alexander's army, and by some they are believed to have introduced silk into the country of their adoption.

A JESUIT MISSIONARY'S DISCOVERY.

The first discovery of Jews in China is due to Jesuit missionaries, to one of them, Father Gozani, in particular. In the account of them that he has left, he states that they were engaged in husbandry and commerce. They also cultivated learning, and some of their inscriptions prove that members of the colony attained high rank—even to that of mandarin—in their country, and in the favour of their Emperors. One of these inscriptions, which date back to the beginning of the sixteenth century, records the high estimation in which the Emperor of that day held his Jewish subjects, on account of their integrity and fidelity in the magistracy, in the army, in agriculture, in commerce, and in the due observance of their religion. They had great respect for the name of Confucius, and in accordance with the custom of the land they canonised their ancestors. In other respects their religious observances agreed with those of Jews on other lands. On the Sabbath they lit no fire, and all their meals were prepared on the day before. The commandment of Abraham was not forgotten. They intermarried only among themselves. They attempted to make no proselytes. Their synagogue was according to the Jesuit's account, apparently built in a style similar to that of the Temple. It was situated in an open space, and included within its precincts a Holy Place and a Holy of Holies. In the latter the books of the Law were kept and it was only entered by the High Priest, the most striking portion of whose uniform was a scarlet silk sash passing over his right and under his left shoulder. Father Gozani stated that the sound of their service resembled that which he had heard in the synagogues of Italy. These Jews have expectations of the descent of the Messiah.

THE ONLY SURVIVING CONGREGATION.

Another account of a Christian expedition in China contains a report of an interview between a Chinese Jew and a Jesuit Father. The former recognised the characters of a Hebrew Bible, but was unable to read them. He said that there were ten or twelve families in Peking with a synagogue and a copy of the Pentateuch that had been preserved for over 500 years. There was also a large Jewish population at Hannan with several synagogues. In other parts of the Celestial Empire, however, the Jews were dying out on account of the want of places of worship. They possessed the Pentateuch, which they called the Canonical Book. Esther, Ezra, and Maccabees. Baron de Lacy computed the age of their existing copies of the Torah as dating back no further than 1620, and these had been greatly damaged in the inundation of 1642. Their former set was, according to his account, destroyed by fire about 1600, while a still earlier one was lost in 1445, when the Hoangho overflowed its banks. In a paper read before the North China Branch of the Royal Asiatic Society in 1895, reference was made to a description in an ancient record of the service of the worshippers of Heen. These services were held in a foreign tongue by two grades of officers corresponding to Rabbis and Scribes. Another authority, Barrow, states that "many of them forsake the religion of their forefathers, and arrive at employment in the State. Few among them, I understand, except the Rabbis, have any knowledge of the Hebrew tongue." The only congregation that has survived to the present day seems to be that of Kai-Fung-tow. In his town, no less than seventy families originally settled, but the numbers have dwindled considerably, and now barely reach the total of seven families. These are considered by the neighbouring Chinese as a sect of Mohammedans. They have had no Rabbi since the beginning of the century; they have parted with their sephorim; their synagogues have been long in ruins, and they themselves are in extreme poverty. Almost the last we find of them is a few sentences in "The Taping Rebellion in China," in 1867, wherein Kai-Fung-tow is referred to as being famous to Europeans as the city in which the small and only tribe of Jews in China have their synagogues, and carry out their religious observances.

SHIPPING NOTES.

Contract for Asbestos.

The Admiralty contract for asbestos goods for the ensuing twelve months has again been awarded to the United Asbestos Company, Limited. It comprises Italian asbestos fibre; "Victor" metallic sheeting, tape, rings, and joints of all kinds; "Victor" metallic packing; "Salamander" cloth packing; pure "Salamander" cloth; tape; special hard-twisted yarn, and other goods. This is the fourteenth year in which the United Asbestos Company have been awarded important contracts by the Lords of the Admiralty.

"Submarine Sentinel."

A Corsican engineer named Orzechioni has invented a new "submarine sentinel," being "an electric auto-indicator preceding the vessel at a distance of 300 or 400 metres, and connected with it by two flexible cables kept taut by the propulsion of the submarine engine, properly so-called, which moves by electric power. The cables convey the electric energy from the generating dynamo on board to the receiving dynamo contained in the body of the sentinel, and also transmit instantaneously to the officer on the watch, by special wires, an electric signal indicating the presence of any obstacle, emerging or submerged, such as the hull of a vessel, a wreck, rock, or iceberg." The invention has gained the *grand diplôme d'honneur* at the International Congress on the Saving of Life at Sea just held at La Rochelle.

Sir Thos Lipton's "Shamrock."

The *Shamrock* has been supplied by Alexander Dowie & Sons, Limited, of Glasgow, South Shields, Cardiff, and London, with nautical instruments and compasses, the latter, two in number, being of the firm's special patented designs. The binnacle-stands are of the best seasoned oak of neat design, and are decorated with bands of shamrock leaves carved round the top and base, with a centre-piece consisting of the shamrock, rose, and thistle emblem. Surmounting the centre-piece is the following lettering:

"GO SOONER DIA LIRE."

This, however, being in Erse characters has caused considerable speculation as to its meaning, which I find is the motto of Saint Patrick, "God save Ireland."

New Pacific Line.

Suggestions are being made by the Trans-Siberian Railway authorities to the managers of the Pacific Steamship Line for a working agreement to be entered into with a view to diverting much of the Western Atlantic traffic to Russia and Eastern Europe. The idea appears to be that a line of steamers should be established to run between the terminals of the Siberian railway and San Francisco, Seattle, etc., on the other side of the Pacific. Negotiations will doubtless proceed for some time, and there are considerable difficulties to be overcome, whilst the ultimate success of the scheme is problematical. The cost of carrying the produce by rail from Vladivostok to the coast across Russia will be a serious item to face, but specially low rates are given by a paternal Government there is no inherent impossibility in the proposal, and it may come to a practical issue before long; particularly if political considerations in regard to a Russian-American alliance are allowed to outweigh mere pecuniary interests. Undoubtedly a powerful chain of communication would be formed if Russian enterprise succeeded in connecting the Russian terminals of Russian railways with the Western shores of America, some 4,300 miles distant, and the progress of the negotiations will be watched with interest, not only by politicians, but also by the shipping interests of this country, already threatened in more than one direction by schemes of Russian origin.

"The Supply of British Seamen."

Some correspondence appeared in the *Standard* recently on "The Supply of British Seamen," the writers making reference to Mr. Ritchie's speech on board the *Warrior*. The first letter is from Mr. R. J. Cornwell-Jones, of Croydon, author of a "History of the British Mercantile Marine." After remarking that the influx of foreigners into our mercantile marine "is becoming year by year a more and more serious matter," he says:

There are many reasons that conduce to the gradual decline in the numbers of British merchant seamen, and unquestionably one reason is the steadily falling rate of wages. The pay of an A.B. on board ships out of the port of London is now exceedingly low—two pounds fifteen shillings a month being about what Jack gets at the present time. This, to a great extent, is the result of this foreign competition. Scarcely a ship now leaves London or any of our great ports without a very considerable percentage of her crew being "Dutchmen," the sailors' term for foreigners. Swedes, Norwegians, Finns, Danes, Germans, and Frenchmen are all Dutchmen to Jack. England is a Free Trade country, and the profits on all matters connected with shipping are now cut so exceedingly fine, that so long as there are Dutchmen to be found who are willing to work for lower wages than English merchant-Jack, so long will shipowners employ them—and very naturally too; but, at the same time, with the inevitable result of still further lowering the wages of the English A.B. But, low as the present rate of pay is on board British ships, it is higher than the foreign sailor can command on board ships of his own country, and so he comes to us; and, besides that, most English ships are better victualled than foreign ships, so that the foreign sailor gets, from his point of view, a double advantage by shipping on board British vessels—he gets better wages than he would get on board his own ships, and he is better fed into the bargain.

The writer is entirely wrong as to the current scale of wages for A.B.'s in London. The ordinary wages of the port at present are: Atlantic £4 10s. per month, Suez, £3 10s. to £4, Mediterranean £4 5s., Baltic and Bay £4 5s. Seeing that the wages paid here are much higher than those mentioned by the writer, they must, according to him, be very considerably more than what the foreign seamen are getting in their own countries, which dispels of the assertion, so often made, and repeated by "An Ex-Apache," who also writes to the *Standard*, that shipowners underpay the British seamen they employ and resort more and more to "Dutchmen," because "their profits only allow of foreign labour." Mr. Cornwell-Jones, who writes "the foreign sailor does not get drunk to anything like the same extent that the British sailor does," and that the "Dutchman is pretty sure to turn up on a Friday night and to turn up sober," and that the foreigner is "more thrifty than British mercantile Jack," and he concludes with the following remarks, which really approve the action of British owners in employing a proportion of foreigners, though the writer takes up an opposite stand when he, quite erroneously, as shown above, states that our owners pay low wages, such as £2 15s. per month for A.B.'s in London, and take "Dutchmen" with a view to bring about a falling rate

of wages. Foreigners receive here the same rates of wages that are paid to British seamen. There is a great deal of nonsense talked and written about the "British tar," but it is borne in mind that he is not the only seaman in the world, and it is an indisputable fact that all the Scandinavian nations produce extremely excellent seamen. The sailors of Norway, Sweden, and Denmark were famous in old times, as Britons found out to their cost; and although Englishmen would naturally prefer to see English ships manned by English sailors, yet such a result is one of the things that can never be brought about by any amount of legislation; it is simply a question of the survival of the fittest; and if British sailors were to desert to foreign ships, the British ships must take more than one leaf out of the Dutchman's book, and they must take care to be not only equal to, but in all respects far superior to the foreigner.—*Fairplay*.

EXPANSION.

We take the following from an article in the August number of the *Forum* by Mr. S. E. Moffett, entitled "Ultimate World-Politics."

When we (Americans) discuss the subject of National Expansion, we should do so in the light of one momentous fact, the greatest, the most profoundly significant, that has ever confronted the human race. It is this—that the movements now in progress are about to settle definitely, for the first time in history, the international relations of the whole earth.

Some of the elements of this settlement can be clearly foreseen: There is room for only three World-Powers—Great Britain, Russia, and the United States. The French colonial empire is an artificial creation that cannot survive the stress of war with a great sea power. So is that of Germany. The most formidable nations of Continental Europe, outside of Russia, must sink to the rank of second or third-class Powers. Europe, in the face of the World-Powers of the next century, will exactly reproduce the condition of Greece in the face of Macedonia and Rome. The rivalries of France, Germany, and Austria will precisely parallel the rivalries of Athens, Corinth, and Thebes before Chæronæa. National power must have a solid basis of population and territorial extent; and, cramping in a few hundred thousand square miles each, the Continental states must inevitably be absorbed by the Powers that have had the forethought or the good fortune to spread over the globe.

The regions in Asia and Africa which Great Britain already has under mortgage will bring her empire, up to not less than 16,000,000 square miles, or one-third of all the land of the earth. Russia has within easy reach, in Turkey, Persia, Central Asia, and China, not to speak of Europe, enough territory to raise the total area of her dominions to fully 13,000,000 square miles. What then, will our position? Including Hawaii and Puerto Rico, we have 3,613,127 square miles. If we annex the whole of the Philippines, we shall have 3,727,435. We may expect that, sooner or later, Cuba and the rest of the West Indies will gravitate to us. That will give the United States all that something over 8,000,000 square miles. As our national temper does not permit unprovoked aggressions upon our neighbours, there is no other important field of expansion open to us, unless Canada and Mexico should voluntarily cast in their lots with ours. If that should happen, we should have a splendidly compact domain of about 7,900,000 square miles, capable of holding its own under all conceivable conditions. But it would still rank only third in territorial extent.

Another alternative is a reunion of the members of the English-speaking race. That would make us shapers in a dominion of 20,000,000 square miles, commanding all seas, and embracing half the population of the world. We have ever the dream of mankind might do, the people of such a domain would be secure. So far as international relations were concerned, they would have reached the ultimate stability; the planet would contain nothing outside their borders that could endanger them.

THE DEBATES ON THE TRANSVAAL.

The debates recently held in the Lords and Commons upon the dispute with the Transvaal were in a high degree creditable to Parliament. With the rarest exceptions, the speakers were at once temperate and firm, while they displayed a mastery of their subject matter such as is rarely manifested except in a debate upon internal politics. The long and rather wearisome controversy has, in fact, acted as education, and there was less dispute about facts than we ever remember to see so grave a debate. The speech of Lord Selborne in particular was a luminous history of the entire quarrel, as it might have been related by one who though British in sympathy, was Boer by birth and antecedents. We can imagine no narrative more entirely fair, and recommend it perusal as reported in *Times* of July 29 even to those who fancy they understand fully the genesis of this matter. Here and there, perhaps, a mistake was committed, but Mr. Chamberlain laid too much stress upon the necessity of defending British prestige, which can hardly be at stake in a dispute with a State so far inferior to Great Britain in extent and in resources, and we cannot think he was wise in sneering so bitterly at Messrs. Schreiner and Hofmeyr's readiness to accept proposals from the Transvaal. Those gentlemen, have, no doubt, a certain sympathy with Dutch settlers—a strong party feeling, in fact—but as they must be sincerely anxious for compromise, and as they are the chief men in a colony where the colonists are of mixed race, they might have been given more to overlook that, and while regretting that they were not entirely British, have accepted their efforts as in intention sincere. Nothing puzzles a doubtful friend like entire confidence in the sincerity of his professions. After all, we are striving for peace, and whether we obtain it or not, we have to live at least for a generation on terms of equality with the Dutchmen of South Africa. As a rule, however, the speakers displayed much largeness of mind, and placed the argument upon a high level. They passed over small details, and contended, first, that the Transvaal was independent in any international or complete sense its relations with us; secondly, that they promised, when the Convention of Pretoria was signed, that British and Dutch residents in the Transvaal should be placed on terms of equality; and, thirdly, that the British had been treated since as a "subjugated" people, a statement repeated with extraordinary cleanness and force by Lord Salisbury himself. This, it was argued on all sides, could not last, the Transvaal being a mere enclave in British dominion, and only transient because British energy and industry had made it rich, and the Boers were, therefore, adjured to remedy the wrongs that it should be necessary for Her Majesty's Government, however reluctant or however patient, to have recourse to other means than argument. In that event, said Lord Salisbury in sentences which have not been sufficiently quoted, the

Conventions, which are not treaties, but declarations by the Queen granting autonomy to a portion of her subjects, will not be renewed. "So long," the Premier said, "as the Conventions were observed, so long as they were given their due vitality, I believe that every party in England was willing to recognise and sustain them. But these Conventions are mortal. They are liable to be destroyed; they can be destroyed by the act of the parties for whose benefit they were concluded. But I wish to protest against the idea that they constitute an immovable landmark to which, whatever may happen, we shall infallibly recur. I believe the reverse is the case. Like as we are disposed to disturb these Conventions while they are allowed fair and honourable life, very few of us, if we could rectify the history of the last twenty years, would ask that the seal of England should be applied to Conventions in that form. Whatever happens, when the validity of these Conventions is impeached, I believe they belong from that time entirely to history. What will take their place I do not know, but it will not be Conventions in the same style. I am quite sure that if this country goes to make exertions in order to secure the peace of the Transvaal, it will be to secure the peace of the world, and to secure the peace of things which will bring back the old difficulties in all their formidable character at the next turn of the wheel." Lord Salisbury is a great diplomatist, and no one familiar with the language of British diplomacy can doubt that these words contain a menace which the rulers of the Transvaal will do well carefully to study. Any amount of time is allowed them. It has been proposed that they should join in a Commission of Inquiry to report upon the precise effect of their recent alterations of the franchise. Any such attempt to interfere with their independence, if interpreted according to the obvious sense of the Protocols upon which the Conventions were founded, is explicitly denied, but they must sooner or later concede the equality they promise of them must take the consequences. "We refuse," said Lord Selborne, "to give any pledge which would limit the means at our disposal to secure the end that we desire." We believe that this is, in effect, the decision of the whole country. Lord Kimberley, who leads the Liberals in the Lords, only advised "patient pressure" before war could be considered justified; while Sir H. Campbell-Bannerman, in the Commons, only regretted, as we also do, that the franchise had been made the pivot of settlement, and that the consequences of a war of attrition might be a deepening of the race differences between the British and the Dutch. The parties were, in fact, of one mind, though one was disposed to display more patience, and to wait more hopefully for concessions than the other, and while waiting, was more adverse to any menace of war. Both, however, considered that the concessions must be granted, that there must be guarantees as to their finality, and that, if they were refused, but one deplorable alternative would remain. This is clearly the impression produced by the debates upon the Cape, and we fancy, upon Pretoria, where the leading Boers are suddenly awaiting fuller reports and more complete details as to the meaning of the Commission which it is proposed to them to appoint.

We do not suppose that very much is expected from this Commission, yet we think it judicious and right to have proposed its appointment. It gives the reasonable party among the Dutch at the Cape, in the Orange Free State, and in the Transvaal itself, time to exert their weighty influence, and either persuade or coerce the obstinate Doppler minority whom Mr. Kruger represents. If the Commission makes it clear that the British demands have been granted, then all ground for immediate quarrel will have been removed, while if it shows the contrary, the Boers will gain the opportunity, very soothing to their national pride, of making the further concessions required in the shape of a declaratory Act, explaining and enlarging the provisions of the very obscure statute they have already passed. Time is secured to them and full opportunity of reflection, and it is difficult to doubt that with these advantages they will be able at last to compel themselves to yield. They know, they must know, that if the British are united they are overmatched, and these debates will convince them, if they understand politics at all, that to the extent of demanding proper treatment for foreign residents in the Transvaal, the British are united. Sir H. Campbell-Bannerman decides to start for the Cape after the ship *Salisbury*, and even in his annoyance arrives at "fair play," but both are determined to arrive. The Boers may keep their country, but they must give up the luxury of treating Englishmen more numerous than themselves as a crowd of *misérables*—*Economist*.

THE MANCHESTER SHIP CANAL.

The report of the huge undertaking in the success of which the citizens of Manchester are so deeply interested, not to mention the large body of general shareholders, shows that there is a long hill to climb before even the fixed and cumulative capital charges can be met. For the half-year ending June 30th the gross revenue of the ship canal proper amounted to £124,188, while the expenditure to £91,359, leaving a net balance of £32,829. The Bridgeover canals furnished an additional net revenue of £21,094, making a balance available to meet fixed charges amounting to £55,925. The interest on debentures issued to the public requires £44,742, a mortgage on surplus lands absorbs £1,000, and the interest on the debentures held by the Manchester Corporation amounts to £12,500, making a total sum of £59,242. There is consequently a deficit for the half-year of £10,247. A comparison with the corresponding period last year, however, shows that the progress is being made, the gross receipts of the ship canal showing an increase of £17,488, while the total net balance expanded by £17,126. For the past half-year, therefore, the company is able to pay the interest on all the debentures in the hands of the public, whereas the revenue last year fell short by £2,073 of the sum required for that purpose. There is also a balance of £10,053 to go to the Manchester Corporation on account of arrears of interest. The amount at debit of net revenue account in now £295,712, as compared with £707,030 a year ago. Should the present growth of revenue be maintained it will be some many years before the undertaking is able to overcome its fixed charges, and in the meantime a huge debt is being piled up for accrued interest. Although, therefore, the £8,000,000 of preference and ordinary shares may be of some prospective value, an investment in them must obviously be in the nature of a very long-term loan.—*Economist*.

SHIPPING REPORTS.

Captain Jas. B. Jackson, of the steamship *Loosok*, from Bangkok, via Koh-si-chang, reports:—Hongkong to Bangkok moderate S.E. wind, S.W. winds and fine weather. Bangkok to Hongkong moderate S.W. and N.E. winds with fine weather.

Captain Roach, of the steamship *Italian*, from Coast Ports, reports:—Fochow to Amoy light N.E. breeze, moderate sea, hazy, with occasional rain. Amoy to Swatow fine calm weather, fresh N.E. wind and easterly swell. Swatow to Hongkong fine weather, fresh E.N.E. wind with moderate sea. Vessels at Amoy on the 13th inst.:—*Irene, Meefoo, Jason, and barge Vale of Doon*. At Swatow on the 13th inst.:—*Chefoo, Dagmar, Phra Chula, Chom Kiao, Kiang Pak, Pakiani, and Tai-cham*.

Clearances at the Harbour Office.
Deuterio, German str., for Hongkong.
Gulfport, British str., for Shanghai.
Kong Pak, British str., for Canton.
Salvadora, Chinese str., for Shanghai.
Salvadora, American str., for Amoy.
Yikang, British str., for Swatow.
Mausang, British str., for Sandakan.
Pak Kong, British str., for Canton.
Chinsang, British str., for Samarang.
Hongkai, British str., for Bangkok.
Sabine Rickmers, British str., for Swatow.
Maiduru Maru, Japanese str., for Swatow.
Wuchow, British str., for Shanghai.
Haimun, British str., for Swatow.
Triumph, German str., for Hoihow.
Kongwai, British str., for Hoihow.
Alshia, German str., for Singapore.
Galle, British str., for Amoy.
Agua Lim, British steam-launch, for Macao.
Lightning, British str., for Singapore.

NOTANDA.

CALENDAR.

Meteorological means based on fifteen years' observations to 1895.
Barometer 29.824
Thermometer 80.4
Humidity 77
Rainfall 8.53

TO-DAY.

Saturday, 16th September, 1899.
Chinese—12th of 8th moon of 25th year of Kwang-shun.
Sun—Rises 5hr. 47min.
Sets 6hr. 39min.
High water—Morning 5hr. 12min.
Afternoon 7hr. 33min.
Low water—Morning none
Afternoon 1hr. 59min.

ANNIVERSARIES.

1701—James II. of England died.
1831—New Convention between Germany and China ratified at Peking.
1834—Public meeting at Shanghai on Franco-Chinese difficulty.
1893—M. H. Becker, mining expert, drowned, at Pahang.
1896—600 Armenians killed at Kharpout, Comodore Holland hoisted his pennant on H.M.S. *Pictor Emmanuel*.
1897—Attempted assassination of President Diaz of Mexico.
1898—Edict ordering Board of Revenue to submit proper detailed accounts.

TO-MORROW.

Sunday, 17th September, 1899.
Chinese—13th of 8th moon of 25th year of Kwang-shun.
Sun—Rises 5hr. 47min.
Sets 6hr. 39min.
High water—Morning 6hr. 22min.
Afternoon 7hr. 35min.
Low water—Morning 6hr. 5min.
Afternoon 1hr. 32min.

ANNIVERSARIES.

1812—Moscow burnt.
1874—Hongkong Pier and Godown Co. closed.
1894—Decisive naval battle between the Chinese and Japanese squadrons off the Yalu River, the Chinese losing five vessels.
1897—Battle of Mahmud.
1898—Admiral Noel's ultimatum accepted by the Porte. Postal system on western lines established in China.

AGENDA.

TO-MORROW—
CHURCH SERVICES.
St. John's Cathedral:—Communion, 7 a.m., Matins, 11 a.m., Evensong, 5.45 p.m.
Roman Catholic Cathedral:—Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m. Benediction, 5 p.m.
Union Church:—Services, 11 a.m. and 6 p.m.
German Bethesda Chapel, West Point:—Morning Service, 11 a.m.
St. Francis' Church, Wanchai:—Mass (*Chin.*), 6 a.m., (*Port.*), 7.30 a.m. Benediction, 5 p.m.
St. Joseph's Church, Garden Road:—Morning Service (*English*), 9 a.m.
St. Anthony's Chapel, West Point:—Mass, 8 a.m.
 Wesleyan Methodist Church:—Services, 10.30 a.m. and 5.45 p.m.
St. Peter's Seamen's Church:—11 a.m. and 6.30 p.m.

SHIPPING AND MAIL NEWS.

MAILS DUE.
German (*Sachsen*) 19th inst.
Indian (*Kunwang*) 20th inst.
American (*China*) 21st inst.
American (*Doric*) 30th inst.
Canadian (*Empress of China*) 4th prox.
American (*Nippon Maru*) 10th prox.

The Silk ex Co's steamer *Glenagle*, arrived in New York on the 13th inst.

The T. K. K. steamer *Nippon Maru* with mails ex. left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 13th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.
Lola de Cuba at Kowloon Dock.
Carlisle City " "
H.M.S. *Roadventure* " "
Felch " "
Legaspi " "
Tai-chow " "
D. Juan d'Austria Cosmopolitan
P. C. C. Kiao " "
Taiyuan " "

PASSED THE CANAL.
Outward—11th August—*Laos, Sorenia*, 18th August—*Kawachit Maru*, *St. Gotarda*, 2nd August—*Abergeldie*, *Aearu*, *Aghistan*, 25th August—*Glaucus*, *Sham, Java, Orestes*, *Albatross*, 29th August—*Andalusia*, *St. Mary*, *Sachsen*, *Odesa*, 1st September—*Benlarik*, *Algon*, *Algon Maru*, *Omba*, *Tonkin*.
Homeward—1st Sept.—*Kamakura Maru*, *Yangtze*.

Shipping.

Arrivals.

TETARTOS, German steamer, 1574 T. Desler, 15th Sept.—Saigon 11th Sept. Rice and General.—Siemens & Co.
HAIAN, French steamer, 377 W. Bast, 15th Sept.—Manila 12th Sept. General.—A. R. May.

LOOSOK, British steamer, 7020 J. B. Jackson, 15th Sept.—Bangkok 8th Sept. and Koh-si-chang 9th. Rice and Timber.—Butterfield & Swire.

HUE, French steamer, 704 P. Merieus, 16th Sept.—Haiphong and Hoihow 15th Sept. General.—A. R. May.

HARTAN, British steamer, 1183 J. S. Roach, 16th Sept.—Poochow via Amoy 13th Sept. and Swatow 15th. General.—Douglas, Laprak & Co.

St. HELENS, British str., 2380, Luckhams, 16th Sept.—Sambao 10th Aug. Kerosine.—Meyer & Co.

STEAMERS EXPECTED.

Names.	From.	Due.
Orestes	Singapore	To-morrow
Glaucus	Singapore	Sept. 18th
Sachsen	Singapore	Sept. 19th
Kunwang	Singapore	Sept. 20th
Servia	Singapore	Sept. 20th
Candia	Singapore	Sept. 20th
Kanagawa Maru	Moji	Sept. 20th
Yawata Maru	Thursday Id.	Sept. 21st
Kaga-hima Maru	Bombay	Sept. 21st
Doric	San Francisco	Sept. 25th
Empress of China	San Francisco	Sept. 30th
Nippon Maru	San Francisco	Oct. 10th

We would direct the attention of shipping firms to the style in which the "Steamers Expected" and "Projected Sailings" are now published in these columns, and in so doing respectfully urge the managers of shipping firms to give orders to their clerks to furnish this office, on the first of each month, with the latest available information every day.

PROJECTED SAILINGS.

Ship.	Destination	Date.
Airline	Sydney, &c.	Oct. 2nd
America Maru	San Francisco, &c.	Nov. 14th
Andalusia	Havre, &c.	Nov. 15th
Argyll	New York, &c.	Ok. desp.
Bayern	Strait, &c.	Nov. 8th
Belgian King	San Diego, &c.	Oct. 31st
Candia	London, &c.	Oct. 21st
Canton	London, &c.	Sept. 21st
Carlisle City	San Diego, &c.	Sept. 20th
Carmanthenburg	San Diego, &c.	Nov. 15th
Challenger	New York	Ok. desp.
China	San Francisco, &c.	Oct. 3rd
City of Peking	San Francisco, &c.	Nov. 21st
City of Rio	San Francisco, &c.	Oct. 27th
Copie	San Francisco, &c.	Nov. 4th
Doric	San Francisco, &c.	Oct. 10th
Emp. China	Vancouver, &c.	Oct. 25th
Emp. India	"	Nov. 22nd
Emp. Japan	"	Sept. 27th
Fulami Maru	Thursday Is., &c.	Sept. 20th
Gaelic	San Francisco, &c.	Nov. 30th
Glenogle	Victoria, B.C., &c.	Oct. 17th
Haitan	Swatow, &c.	Sept. 17th
Heidelberg	Havre, &c.	Sept. 19th
Hongkong Maru	San Francisco, &c.	Nov. 5th
Indrani	New York, &c.	Sept. 24th
Kagoshima Maru	Kobe & Yokohama	Sept. 29th
Kanagawa Maru	Marseilles, &c.	Sept. 22nd
Kosi Albert	Strait, &c.	Dec. 11th
Kungai Maru	Vladivostock, &c.	Sept. 28th
Kwexiang	Tientsin	Sept. 20th
Lennox	Victoria, B.C.	Nov. 4th
Maideuru Maru	Swatow, &c.	Sept. 17th
Monmouthshire	Victoria, B.C.	Oct. 7th
Nippon Maru	San Francisco, &c.	Oct. 19th
Nürnberg	Havre, &c.	Sept. 26th
Parramatta	Shanghai	Sept. 29th
Ping Suey	New York, &c.	Oct. 5th
Pisa	New York, &c.	Sept. 23rd
Prussen	Strait, &c.	Jan. 10th
Prinz Heinrich	Strait, &c.	Dec. 27th
Rhenus	London, &c.	Sept. 20th
Rio de Maru	Manila, &c.	Sept. 31st
Roßella	Japan	Sept. 20th
Sachsen	Singapore, &c.	Oct. 11th
Sarda Maru	Marseilles, &c.	Oct. 6th
Sardodon	London	Oct. 3rd
Serbia	Havre, &c.	Oct. 30th
Suevia	Havre, &c.	Oct. 19th
Sueykingang	Manila	Sept. 22nd
Tacoma	Victoria, B.C.	Oct. 21st
Taiyuan	Port Darwin, &c.	Sept. 27th
Thyria	San Diego, &c.	Oct. 15th
Valetta	Europe, &c.	Sept. 30th
Yawata Maru	Japan	Sept. 23rd
Yueniang	Manila (Direct)	Sept. 18th

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
*RIOJUN MARU J. W. Ekstrand.	VICTORIA, B.C. and SEATTLE, U.S.A., via Kobe and Yokohama.	THURSDAY, 21st Sept., at 4 P.M.
KANAGAWA MARU J. Mackenzie.	MARSEILLES, SOUTHAMPTON, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO and PORT SAID.	FRIDAY, 22nd Sept., at Noon.
YAWATA MARU A. E. Moses.	NAGASAKI, KOBE and YOKOHAMA.	SATURDAY, 23rd Sept., at 4 P.M.
KOSAI MARU J. Nagao.	VLADIVOSTOK, via SWATOW, AMOY, SHANGHAI, WEL-PAI-WAI, CHEFOO, CHEMULPO & NAGASAKI.	THURSDAY, 28th Sept., at Noon.
FUTAMI MARU J. Thom.	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	FRIDAY, 29th Sept., at 4 P.M.
KAGOSHIMA MARU R. Nunome.	KOBE and YOKOHAMA.	FRIDAY, 29th Sept., at 4 P.M.
SADO MARU W. Thompson.	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID.	FRIDAY, 6th October, at Noon.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 9th September, 1899.

MILWAUKEE BEER

IS FAMOUS

PABST

HAS MADE IT SO.

CARLOWITZ & CO., SOLE AGENTS.

Hongkong, 9th December, 1898.

UNTOUCHED BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JEYES FLUID
THE BEST DISINFECTANT.

AVOID ALL RISK OF OUTBREAK BY ITS USE.
W. G. HUMPHREYS & Co., Bank Buildings.
Hongkong, 9th March, 1897.

Masonic.

JUBILEE LODGE
OF INSTRUCTION.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on MONDAY, the 18th instant, at 8 for 8.30 P.M., precisely. Visiting Brethren M.M. are cordially invited to attend.
A paper will be read on Freemasonry.
Hongkong, 15th September, 1899.

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.

Hongkong, 28th May, 1895.

To be Let.

SEMI-DETACHED VILLA RESIDENCES on Bowen Road (now in course of erection).
PROPERTY lately occupied by the Bowington Saw Mills.
GROUND FLOOR, 52 FEET STREET.
OFFICES—1st floor, No. 10, PRAYA CENTRAL. (Lately occupied by Messrs. MELCHERS & Co.)
"HARFORD," MAGAZINE GAP, No. 4, RIFON TERRACE.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO. LD.
Hongkong, 28th August, 1899.

TO LET.
ROOMS with or without BOARD, in CENTRAL POSITION. Summer Rates.
"H."
7/6 of this Office.
Hongkong, 17th May, 1899.

TO LET.
OFFICE ROOMS on 1st floor of No. 4, Queen's Road, Central, (lately the IMPERIAL BANK OF CHINA).
Apply to
Comptroller Office,
E. C. HOCHAPPEL,
Hongkong, 23rd March, 1899.

For Sale.

HOTEL BUSINESS in NORTHERN PORT, Long Lease at very Low Rental, Good Paying concern. Owner obliged to return to England through ill health.
For further Particulars, apply in First Instance, by Letter to
G.W.W., Office of this Paper.
Hongkong, 14th September, 1899.

FOR SALE.
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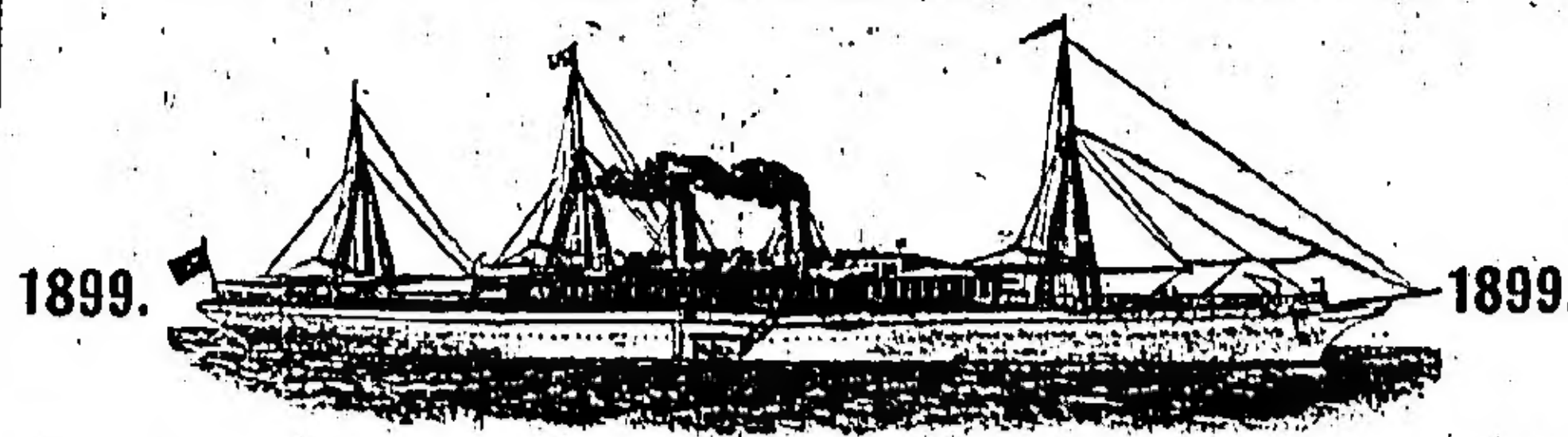
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G.W.W., Office of this Paper.
Hongkong, 14th September, 1899.

Mails.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
EMPERESS OF JAPAN...Comdr. G. D. Bowles, R.N.R....WEDNESDAY, 27th Sept., 1899.
EMPERESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 27th Oct., 1899.
EMPERESS OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 22nd Nov., 1899.

The magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Raffles Street.
Hongkong, 30th August, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 23rd Sept., at Daylight.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 19th Oct., at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 14th Nov., at Noon.

THE Steamship
"HONGKONG MARU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 23rd September, at Daylight, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until, n.m. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 8th September, 1899.

Hotel.
WINDSOR HOTEL,
HONGKONG.

STRICTLY FIRST CLASS.

PASSENGER ELEVATOR from ENTRANCE HALL to each floor. BOARD and LODGING.

MONTHLY RATES GIVEN NOW.
P. BOHM, Proprietor & Manager.
Hongkong, 28th April, 1899.

CLARKE'S BLOOD MIXTURE.
"CAUTION.—Purchasers of Clarke's Blood Mixture should see that they get the genuine article. Worthless imitations and substitutes are sometimes valued at low prices, and sold under the name of 'Clarke's Blood Mixture.' The words 'Clarke's Blood Mixture' are engraved on the Government Stamp, and Clarke's World-famous Blood Mixture is blown in the bottle, WITHOUT WHICH NONE ARE GENUINE."

Clarke's Blood Mixture is sold in Bottles of 2s. 6d. each, and in cases containing six times the quantity, sufficient to effect a permanent cure in the most obstinate and chronic cases. BY ALL THE MEDICAL AND PATENT MEDICINE VENDORS throughout the world. Proprietors, T. B. LECHE and H. L. CLARKE, 111, N. 4th Street, Philadelphia, Pa., U.S.A. Trade Mark—BLOOD MIXTURE.

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Mails.

NORDDEUTSCHER LLOYD.

(Freight Service.)
(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

HAMBURG-AMERIKA LINIE.

(East Asiatic Service.)

PROJECTED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
NURNBERG	HAVRE and HAMBURG	26th Sept.
*SAVOIA	(LONDON with transshipment in HAMBURG) HAVRE and HAMBURG	26th Sept.
SERBIA	(LONDON with transshipment in HAMBURG) HAVRE and HAMBURG	26th Sept.
*HEIDELBERG	(LONDON with transshipment in HAMBURG) HAVRE and HAMBURG	26th Sept.
ANDALUSIA	(LONDON with transshipment in HAMBURG) HAVRE and HAMBURG	26th Sept.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to
CARLOWITZ & Co., Agents.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO AND SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan Ports and HONOLULU, THE UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.
California City... 3,400 | about | Sept. 20
Thyria... 3,400 | about | Oct. 15
Belgian King... 3,379 | about | Oct. 31
Carmarthenshire... 2,929 | about | Nov. 15

THE Steamship
"CARLISLE CITY," will be despatched for SAN FRANCISCO and SAN DIEGO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on or about the 20th instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, China and Japan.
Hongkong, 15th September, 1899.

U.S. MAIL LINE. PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 3rd October, at Noon.
City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Friday, 27th October, at Noon.
City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 21st Nov., at Noon.

THE U.S. Mail Steamship
"CHINA," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 3rd October, at Noon taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have between San Francisco and CHICAGO the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

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Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 15th August, 1899.

CLARKE'S BLOOD MIXTURE.
"CAUTION.—Purchasers of Clarke's Blood Mixture should see that they get the genuine article. Worthless imitations and substitutes are sometimes valued at low prices, and sold under the name of 'Clarke's Blood Mixture.' The words 'Clarke's Blood Mixture' are engraved on the Government Stamp, and Clarke's World-famous Blood Mixture is blown in the bottle, WITHOUT WHICH NONE ARE GENUINE."

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AN ACCIDENT TO PONSONBY.

AN EPISODE OF THE WAR IN THE PHILIPPINES.

It was hot, villainously hot. So was the firing. So were transport mules, Chinese stretcher coolies, advancing troops and the poor bleeding wretches who were being put into the ambulances. So was all the available water. So were the little "not of correspondents who drummed their heels on the sides of a stack of biscuit boxes, on the side of the railway embankment and anathematised the war, editors in general and the Press-Censor in particular. But the very hottest thing of all was Ponsonby. And Ponsonby, the usually calm and urbane Ponsonby, the well tried representative of the *Daily Gadfly*, was now swearing like a trooper or, for the matter, of that like a thousand troopers. Had he lost his pony and smashed his camera? Had not a staff officer ordered him "Fifteen paces behind the Staff if you please, gentlemen?" And had he not fallen headlong into a buffalo wallow, thereby befouling his usually neat attire and twisting his ankle?

Around us was nothing but smoke and dust through which the midday sun glowed in a crimson ball. A few hundred yards to the northward, on either side of the line of railroad, lay a long line of blue and brown clad humanity, from which came a rattling sound as though millions of crackers were being ignited in one continuous stream. Then, cutting the dust laden air with their sobbing screams, the bullets of the foe came flying overhead, occasionally alighting on the brown sunbaked ground with dull thuds or clanging loudly on the iron roof of the station in whose rear we were taking shelter. A queer looking trio we were, dust begrimed and smoke stained, booted and spurred, belted and revolvered. And the worst of it was we had none of us broken our fast that day. As Agden of the *San Francisco Seafarer* remarked "While we are waiting here we might as well investigate the 'hard tack,' anyhow."

To this proposition I assented. A big stone and a jack-knife soon had a case opened and our teeth busy, and when I unearthed a tin of sardines from my hip pocket even Ponsonby forgot to swear further. Whilst thus engaged the firing ceased, there were a couple of bugle calls, a series of "yells" from the American troops as they rose from their rice ridge shelters and dashed forward in pursuit of the fleeing foe. Speedily we were following in their wake, passing only now or then to look at a wounded man being borne rearwards on a stretcher. The advance line is soon overtaken, they have lost all sight of the fleet footed Filipinos and are now resting and awaiting a well earned meal. Our notes are soon jotted down and we proceed to investigate a neighbouring hamlet which, after firing, the insurgents have vacated.

"Looks like a hot work here," said Agden, pointing to the church from which a shell had gently removed a corner.

We acquiesce and proceed to investigate the interior. There is every indication that some attempt had been made to loot it. A confused heap of altar ornaments and priests vestments lie on the floor, some oil paintings have been cut from their frames, a crucifix has fallen prone on the altar, the whole is one terrible scene of desolation. After leaving the church we enter the adjacent priest's quarters and, finding them comfortable, proceed to camp there for the night. Your humble servant is installed as *chef*, while Agden and Ponsonby rally forth to annex a chicken or anything edible which comes handy. By this time a number of the victorious troops have entered the village and are looking about the place, taking sections of *riba* with which to make camping "shacks," collecting firewood, seeking water, eggs, etc. Time passes, Agden returns but not Ponsonby. It gets dark but the village is ablaze with the light of one or two blazing buildings. We ramble about, looking here, making enquiries there. Still no sign of our friend. Anyhow it is no use seeking him further to-night; he is sure to turn up all right. So after a pleasant little meal we "turn in."

I must have been asleep some hours when something disturbed me. What on earth is that? There, standing at the foot of my bed is a young native woman. Naturally I spring to my feet, awaking Agden as I do so. The mysterious damsel says something in Spanish. What it means neither Agden nor myself can comprehend; but how on earth did she get there? The insurgents have entered the town and women with them and how our present visitor can have remained behind is a mystery. She is evidently anxious about something, for see how she is beckoning.

After a brief consultation as to what to do we follow the lady through the door and into the church. She trips along the floor and goes right up to the altar, seizing some drapery at its side as she reaches it. There right in the thick wall of the church is a doorway, a candle descends a flight of steps. Taking a candle, for the light is lying scattered about the floor she lights it and proceeds to descend. Round and round we wind and there at the bottom, his head bound in a blood stained bandage is Ponsonby, evidently very seriously hurt, looking deathly pale but now peacefully sleeping.

To say that we were thunderstruck would be to put it faintly. As neither Agden nor myself can speak either Spanish or Tagalog we cannot ask the lady for a lady she evidently is, judging by her manner, her dress and jewels. She sits on some pile of wood, her face resting on her hands, occasionally going to a sob. How the weary hours passed that night with Agden and myself attending on our injured friend I could hardly tell. At length came the dawn and I went off in search of a surgeon, after having assisted Agden to get Ponsonby up the steps leading from the crypt into the church. A doctor was soon found and came with all speed with me to the church. His diagnosis was to the effect that Ponsonby must have discovered the staircase by some accident, had fallen down it in the darkness and injured his head. It was impossible to say how severe such injury might be and although he had every hope of a rapid recovery he would not try to give us any false impressions. An ambulance was soon on the spot, our wounded friend placed inside and we started for town, Agden having kindly volunteered to do my work in the field during my brief absence. The journey to town was speedily accomplished and I left Ponsonby in the hands of the good Sisters of the San Juan de Dios Hospital. Meanwhile I had completely forgotten the signorina and it was not until I met Agden at Malolos some three days after that I gave her a thought. Then I learned that she had vanished as mysteriously as she had appeared.

Meanwhile the campaign went on. Weeks passed, the insurgents were driven back, Ponsonby had got out of hospital and was recuperating in town and as the rainy season was in full swing, and nothing of importance was taking place in the country Agden and myself were also "resting." We were one evening sitting on the hotel verandah when Ponsonby walked up. After a few words of greeting he said "Well, boys, I'm sorry to leave you, but on to-morrow, my wife joins me."

"Oh, chin-chins," Ambound for Calcutta and thence by P. & O. home."

"Your wife," Agden and myself exclaimed simultaneously.

"Yes, my wife."

"But we didn't know you were married."

"No, I don't suppose you did. But you remember the lady who found me in the church at Malolos?"

"Well, I'm hanged," It was Agden who spoke. I was practically dumfounded and stood staring at Ponsonby with all my eyes. Then I managed to blurt out—

"But how did she get into town?"

"I really couldn't tell you. But she came and saw me in the hospital. How she ever found me in the church I don't know and have not yet mustered up sufficient Ponsonby to enquire."

We were sorry to lose Ponsonby, who was always a decent fellow. But Agden will have it that his brain was affected by the fall into that curious crypt. And Agden is probably right for, if not, why didn't Ponsonby invite us to his wedding?

MACOLE.

(Published by Arrangement.)

A SPIRIT BRIDE.

BY ANDREW HAGGARD, (Author of "Dodo and I," "Aida Triscott," etc., etc.)

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THE origin of the very sad adventure, which has tinged my life with grief, was that I went by invitation to a séance which was held in a haunted house. Although the owner and his wife had for long been disturbed by horrid shrieks and other unaccountable noises, and although the servants and themselves had occasionally had fleeting "recontres" with flitting shadowy forms, they had never been able to make out what it was that the ghosts wanted, as these never stopped long enough to be asked. At length, however, it became almost impossible to be in the house, the spirits that inhabited it having developed the unpleasant habit of twitching the bed-clothes at night from off the living inhabitants. It was of no use putting them on again, they were twitched off repeatedly. Now, even a woman will turn, and my friends, Mr. Smith and his wife, who had given the spiritual inhabitants of the old Manor House a free rein as long as they had contented themselves with shriekings, trappings, rattling of chains, and sudden flittings by in the long passages, drew a line at twitching of bed-clothes. They therefore determined to obtain the services of the most powerful medium of the day, and, if possible, make the phosmas materialise fully, give an account of themselves, and say what it was they wanted. Smith was a stockbroker, without a scrap of superstition in his nature. He had only bought the Manor House a year or two before, and would not in the least have objected to buying the family ghost also, on account of the air of respectability that it would give the place, had he been told about it. But he had been "done." Instead of one family ghost there were evidently two or three, and they were not only not respectable, but distinctly malignant and spiteful spirits.

"I would not mind them much," said Smith to me, "if only they would treat me fairly; but as they don't appear inclined to do that, I will be even with them soon by pulling the old house down until the site it occupied is as flat and unrecognisable as the place where stood Babylon of old. I will put the plough over it too, and turn it into an apple orchard," he added reflectively. "Applies do very well down there. Not much fun they'll get twitching bed-clothes, but I'll tell them all this in the end, and given them a chance though. Perhaps when I have made it quite plain to them, that if I have to go they will have to go too, they will be a bit more reasonable, and we may be friends yet. But we'll have a nice little party at the séance, even if it is the last party we can have in my house."

As Smith said, he had a nice little party, but with a view to making the thing a greater success, he had only invited those whom he had heard of as being believers in spiritualism. Some of these he had never even met himself, but, thus as a party it was scarcely a congenial one, for very few of these present knew each other, not that that made much difference to the people, who only went with the object of studying the supernatural.

When Mr. Hawkshaw, the celebrated medium, arrived from town it was eleven o'clock at night. About a dozen of the visitors arrived with him, and as there were several people already assembled we formed quite a large party. When the medium was shown over the house and told to choose a room in which he thought the séance had better be held, he selected a musty old room known as the library. There were not very many books in it, but what there were were large and heavy ones, and there were plenty of chairs, sofas, and settees, quite sufficient, indeed, to accommodate all the guests. As I took my seat on the end of the sofa, I particularly noticed that the chair against it to my right was unoccupied. We determined at first to sit in the dark, so we bound the medium hand and foot and laid him on a sofa, sealed him tight over every knot with many cords, and turned out the lights. No sooner were the lights turned out than a fearful crash was heard behind us on my side of the room. It was the sound of falling books, and as we heard one mighty tome after another being dashed violently on the floor the air became redolent of dust. It was almost stifling.

Suddenly a voice shouted out in an authoritative tone, "You had better all join hands and sing a hymn, there are bad spirits present." I knew the voice to be that of John Roberts, the medium's controlling spirit. He has been in his lifetime one of the earliest disciples of John Wesley, and had always shown himself to be a religious God-fearing spirit. In accordance with John Roberts' directions I took hold of the hand of the person on my left, and was leaning across the empty chair on my right to take that of my nearest neighbour, when I found the chair was no longer unoccupied, for a little hand instantly seized mine. I had hardly time for astonishment, indeed only just had time to think that some one must have moved nearer to me, when the din in the room became so terrific that it seemed as if all the powers of hell had broken loose. All the fallen books commenced flying round the room, we were violently lifted up in our seats and shaken, and we could then hear a large table overturned with a smash.

"Strike a light," roared out John Roberts, "or someone will be killed!"

Instantly half a dozen matches were lighted, just in time for me to see that a heavy book-case was tottering and about to fall on the heads of several of the people opposite. When the lights were struck, and candles lighted, I was able to see whose hand it was I was grasping on my right. I found it was that of a most beautiful young lady, a brunette, with a perfect figure, splendid black hair, and a pair of lovely and lustrous dark eyes, which were turned somewhat mockingly upon mine.

"Are you frightened?" she asked, smiling somewhat sarcastically. "I should have

thought, Mr. Ashburton, you were accustomed to the antics of his time. But you never mind, hold tight on to me, I am smaller than you, but I will protect you all the same. The spirits and I are very good friends."

I wondered how she knew my name, but giving her hand a responsive grip, I answered, "Well, really, my dear young lady, you make me feel a little ashamed of myself, but I must honestly own I do not like the idea of being hit in the eye by the brass-bound corner of an ancient bible, or of having my head bashed in by a falling book-case. Still I am glad to find that you are a friend of the spirits."

I added, laughingly, "as, then, quite apart from your generous offer to protect me, you will probably run less risk of being hurt yourself."

"Hush," she said, laying a shapely finger on her charming lips, "we must go on with the séance. Don't you know we have come here to see the ghosts? But we will not go on with the business quite in the dark any longer," she said. "It is too rough altogether." Then to my surprise she spoke in an authoritative voice, "John Roberts, we cannot run this séance quite in the dark or there will be accidents. We must have a couple of lamps lit and turned down low, placed at the corners of the room, and you must watch to see that the evil spirits do not overturn them and put them out."

"Very well, Miss Evelyn," answered the voice of the controlling spirit. "I think it will be safer for the medium too."

"Have you any lamps, Mr. Smith?" said my fair neighbour to her hostess. "If so you had better light them, and place them as I direct."

Neither Mr. Smith nor anybody else seemed to have the slightest idea who the young lady was who was thus taking the direction of affairs into her own hands, but she replied, "Oh, certainly, Miss—Miss—"

"Here are some lamps, Miss Evelyn, just outside the door. Where shall we put them?" For everyone recognised the fact that it was just as well that this very self-possessed young lady should be allowed to take the lead, as nobody else seemed to know what to do.

She lit the lamps and placed them in the corners, turned low; then, coming back to her seat next me to my great satisfaction she once more took possession of my hand in her firm, but dainty grasp. "There," said she smiling at me, "now, Mr. Ashburton, we shall see something."

"I expect we shall, Miss Evelyn," I replied. "And if so, it will be entirely due to you." I only wished I knew Miss Evelyn. Miss Evelyn—what? But I liked the name Evelyn in itself without any surname.

We had not long to wait. We had scarcely resumed the clasp of hands all round before the medium was suddenly lifted off the sofa, carried across the room over our heads, and placed on the wide top of the book-shelf which had so recently nearly fallen down.

"He will do there nicely," said Miss Evelyn. "He's in a trance, and they will probably bring him down again if they want him. If not we can fetch him down ourselves."

After the medium, the sofa that he had been lying on followed him on to the top of the book-case. It was placed right over him upside down, but he did not seem in any way annoyed by its weight, or, indeed, aware of its presence. Then the table upon which was one of the lamps was taken violently up, thrown down again and smashed, but the lamp was taken flying to the room and carefully placed by the other one.

"I saved that lamp," called out the voice of the "Control," John Roberts, as if seeking for approbation.

"Yes, John," said Miss Evelyn, "that was right of you; but all these manifestations are simply rubbish. What we came here for was to see the materialised form of the ghosts that haunt this house, and to find out, if possible, what they want, not to see them play the fool like this."

"I know that, Miss Evelyn," answered John. "But they are bad, unruly spirits, who neither know me nor care for me at all."

"Well, you had better tell them that if they don't show themselves now they will never get another chance, as Mr. Smith is going to pull the house down over their heads. Are you not, Mr. Smith?"

"Yes, I am," answered Mr. Smith, staring with astonishment. "But how do you know this?"

Before she could answer a frightful sound of combined scuffling and shouting was heard outside coming along the corridor. The library door flew open and two hideous beings burst in. They had horrible human heads covered with long grey hair; one was a male and the other a female, and their bodies were those of baboons. Their eyes were fierce, and their teeth long and sharp. They rushed round the room, clashing savagely at us as they passed, but stopped suddenly in front of the terrified Smith. Mrs. Smith and another lady fainted just then.

"You want to see us Smith, do you? Well, here we are. And the reason that we are here is, that we are the Darwinian ancestors of you, Smith. The missing links, in fact. Do you see any resemblance to yourself? And they gnashed their teeth dreadfully at him. "Now, say, are you going to keep us, or are you going to clear out and leave us and the place to ourselves?" And they made as if they would tear him to pieces. We were all nearly terrified out of our wits at these awful creatures, when the silvery tones of Miss Evelyn's voice somewhat reassured us.

"You silly people," she said, "don't think anybody's afraid of you, for although you have made such frights of yourselves, you have overdone it so much that a baby could see you are only masquerading. Missing links, indeed! Nonsense! If you really want anything settled, why not appear in your proper form?"

"She's too clever for us," growled the female missing link. "Who is she? Well, perhaps she's right, so let's change. I am tired of this ugly form, at any rate. But in spite of what she says, we have never frightened a couple of women to death. That's some satisfaction."

"Very well, change," said the male being. The words were no sooner out of his mouth, when two of the handsome creatures it has ever been my lot to behold stood before us—a gentleman and a lady clad in the court dress of the time of Charles II. But their faces, if handsome, were very, very evil. The lady swept round in front of me, and making a low curtsy, asked, with a hard sarcastic laugh, if I liked her any better so?

"Certainly, madam," I replied, "very much better. But now you have assumed your proper and graceful form, will you not kindly tell us your history?"

They related their history, which, to cut it short, was as follows—

They had inhabited this house formerly in Charles II.'s days when the lady had been in the habit of using her beauty to lure the richest gallants of the day under their roof—one at a time. As she had always made absolute secrecy the condition of her favours, when the unfortunate cavaliers had been "decayed" by her, and robbed and murdered by the male partner in her guile, who was her husband, discovery of the whereabouts of the victims when they were missed, became almost an impossibility. But the guilty couple had been found out at length and executed, and now they were doomed for ever to haunt the spot where they had committed their crimes. What they wished for, therefore, was to be left

in undisputed possession of the Manor House. A compromise was come to by the intermediary of the self-possessed and beautiful Miss Evelyn. Smith agreed on the one side to give up to them entirely the oldest wing of the house. They agreed, on the other hand, never again to twitch at the bed-clothes, or in any way whatever to annoy the Smith family or their descendants. Smith and the male apparition shook hands on the compact, for the two ghosts were fully materialised for the time being. The lady also insisted upon shaking hands with me, as she was kind enough to say she still had a weakness for good-looking young fellows. Personally, I did not at all like shaking hands with even the ghost of a murderess, but I thought it best to comply with a good grace. They then bowed politely to the company, and walking arm in arm out of the room, disappeared for ever. John Roberts and other well-disposed spirits then quietly with unseen hands replaced Mr. Hawkshaw, the medium, and the sofa in their original position. Hawkshaw was awakened from his trance, and the séance terminated pleasantly. Then we all went down to the dining-room to an excellent supper, of which we stood greatly in need.

During this meal, the host and hostess, the latter of whom had quite recovered from her fright, both made a great deal of Miss Evelyn, but, inquiring, perhaps, that she had come with a friend, they asked her no questions as to her surname, nor how she had managed to arrive so opportunely on the scene that evening, although I have cause to know that their curiosity about her was very great. But in fact they were just a little afraid of her. For my part, the more I saw of this girl the more I was struck with her beauty; while she continued to glance at me, strange to say, with a look in her grand lustrous eyes which was positively affectionate, and it seemed to me somehow from that look that she wished me to remain near her. It was at the same time a clinging and caressing glance. I did not refuse its unspoken invitation, but kept by her side when we sat down to supper. I found her a most interesting and well-read companion. She seemed to know about everything and everybody, and was just as much at home in Voltaire or Rabelais as she was in the books of Rider Haggard, or in the ordinary park and society gossip of the day. Supper ended, our host was in somewhat of a quandary. The last train from Kingston, which was the nearest station to the Manor, had gone to town, and I did not quite know how to dispose of all his guests, especially as now he had surrendered one wing to the spirits, he could only offer some of them, Miss Evelyn and myself included, shake-downs upon arm-chairs and sofas. Miss Evelyn, however, spoke in her quiet decided way: "Thanks, Mr. Smith, do not bother about me at all. I must be up in town very early indeed, and intend to stroll quietly along by the river and wait for the first train at Richmond. It is a lovely night for a walk, and I feel that the air would do me good. I am quite capable of taking care of myself, unless indeed, any gentleman—and she glanced at me—were dying for a cigar, and would like to come to."

I, of course, took the hint, and offered my escort for the seven mile walk, which she accepted.

"Oh! Mr. Smith," she said, when this was quite settled, "you can, by-the-by, use to-night without fear the wing you have promised to give up. I can answer for it that you will not be molested at all, for I am responsible for the arrangement being made in the first instance, and I understand the spirits thoroughly. I will, therefore, make myself responsible for them not to take possession until to-morrow-night at twelve o'clock."

Her air of quiet conviction brought great relief to Smith and those who wished for a bed to sleep in, although no one knew who she was, her face was very truthful, and after the evening of it all, it was evident that she indeed knew thoroughly well all about the spirits and their doings.

That was an eventful walk I had with this strange young lady by night along the river bank. The harvest moon shone upon the rippling waters, and all nature seemed at peace. She had taken my arm, and in a short time it seemed to me as if our thoughts and minds were blended together—and I felt that she too was deeply moved by the beauty of the midnight scene. Her arm trembled in mine, and presently she said, answering my unspoken thoughts, "Yes, it is heavenly, but do you not think that it is more beautiful in the spheres where the spirits dwell than it is even here to-night?"

"No," I answered gazing passionately upon her. "Nothing in this or any world can be more beautiful than this."

She sighed deeply—then looked up in my face with a sweet smile and said earnestly—"Ah! George Ashburton, that is simply because you think you love me, is it not? You do not even know my name, beyond having heard the spirit of John Roberts call me Evelyn. You go, you have never seen me until four hours ago—and yet now you think in your heart that you love me better than all the world. You would jump into that river for my slightest wish, I verily believe—say, is it not so?"

"Beautiful Evelyn," I replied, you are indeed right. I do not think, but know, that I love you as you say, sufficiently to lay my life down for you if need be. Ah! I verily believe that you have bewitched me."

"Perhaps I have," she answered more merrily, but how do you know that you have not some wilful but unforgotten fact in your own bewitched me too? I am not in the habit of taking midnight walks with strange gentlemen, you know. How do you know that this is not all a delusion—a dream? What means have you of telling that you are you, or that I am I? After the strange things you have seen to-night, why might not I rather be some vampire or evil spirit, seeking to lure you to destruction for purposes of my own? Do I look anything like an evil spirit?" she asked, looking up at me archly.

"Oh! no!" I exclaimed vehemently, "you are no evil spirit, but some good true woman, some woman whom I have known before somewhere, though I know not when or how, for you remind me of someone I seem to have seen in a dream—but evidently you know me, and know me well. Oh! I must tell you that I adore you first—you can tell me who you are or not as you choose." And losing all control of myself I wound my arms round the beautiful girl and drew her to my heart. Oh! never, never shall I forget the exquisite sweetness and witchery of that moment when her lovely lips first met mine—for, oh, rapture, she ardently returned my loving embrace. Presently she threw back her shapely head a little, and I observed that there were tears coursing down her now pale cheeks—her great dark eyes were glistening with the pearls drops in the radiant moonlight.

"I love you, George," she whispered, "deeper love than woman ever yet had for man. Were it not so, I should not be here now. But I can tell you nothing now, you will have to take me entirely on trust. Moreover you will have to put up with my involuntary absence from you for thirty six hours in every week, from every Saturday night until Monday at mid-day, and ask no questions as to where I go or what I do. Some day, perhaps, you may lose me alto-

gether. If you can endure this—if you can stand this tremendous test, then indeed will your love be proved to be great, noble, and true, and as a reward for the sacrifices you may be allowed to comply with my conditions, we may be allowed one or two heavenly years of happiness together, we must not expect more than that, I warn you beforehand. Do not decide now. I will see you to-morrow—you can tell me what you have determined on then. One word more; if you think the conditions I impose are hard, know this, that I am utterly powerless to avoid making them, and that it is as painful to me to impose them as it will be to you to comply with them. Further, I may tell you this, although you cannot remember when or where it was, yet we have met before, and moreover, I have made the most frightful sacrifices to be enabled to meet you again. Now kiss me, and let us be happy to-night in our love, while leaving this matter of your final decision concerning our future till to-morrow."

Silently I folded her once more in my arms, and as I did so, I felt even more strongly than before that we were one in heart and soul. And I too knew somehow that it was not for the first time on this evening that I had loved her pure spirit, although the beautiful bodily form that veiled it was new to me.

(To be concluded.)

THREE MILLIONS AN ACRE.

The City of London is certainly the most wonderful place in the world. It is the smallest of cities, but the most valuable. It has an area of one square mile, but that one square mile produces a rental of £4,000,000 per annum, and its inhabitants pay one-seventh of the general rates of the whole metropolis, which has an area of 120 square miles. Land is sometimes now sold in the country at about £5 per acre, which is equal to one hundred per square yard. It has been sold in the city at £60 per yard, which is equal to over £3,000,000 per acre. In other words, the price of a square yard of land in Lombard-street has realised a sum that would purchase a nice little freehold estate in Berkshire of a considerable number of acres.—*Evening News.*

Intimations.

NOTICE.

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THE LEADING CATERERS. COMPARE OUR MENU, BILLIARD TABLES and LIQUORS to all others. THE GRILL ROOM. Hongkong, 1st September, 1897. [39]

CARBOLEUM-AVENARIUS USED FOR OVER 20 YEARS. With the Utmost Success. Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China, LUTGENS, EINSTAMM & Co. Hongkong, 11th September, 1896. [10]

CHS. J. GAUPP & CO., CHRONOMETER, WATCH, and CLOCK MAKERS, JEWELLERS, SILVER SMITHS, and OPTICIANS. CHARTS and BOOKS. NAUTICAL INSTRUMENTS. Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES. Nos. 54 & 56, Queen's Road Central. [40]

KUHN & KOMOR, JAPANESE FINE ART CURIOS, 21 & 23, QUEEN'S ROAD, HONGKONG, 35, WATER STREET, YOKOHAMA and 36, DIVISION STREET, KOBE. Hongkong, 15th March, 1898. [42]

MITSUI BUSSAN KAISHA. No. 6, The House Street, Praya Central. Head Office—TOKIO. Branch Offices—LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG and all Ports in JAPAN. Agents:—

Milki Coal Mines, Kanada Coal Mines, Hokoku Coal Mines, Onobuchi Coal Mines, No. 1, Onobuchi Coal Mines, Ichimura Coal Mines, Kishima Coal Mines, Yoshio Coal Mines, Yamano Coal Mines, Manamori Coal Mines, The Osaka Shosen Kaisha, Ltd. Tokio Marine Insurance Co., Limited. Meiji Fire Insurance Co., Limited.

Kanaguchi Cotton Spinning Mills, Shanghai Cotton Spinning Mills, Sakai Cotton Spinning Mills, Miike Cotton Spinning Mills, Imperial Government Paper Mills, Onoda Cement Company, MITSUI BUSSAN KAISHA, K. HASEGAWA, Manager. Hongkong, 19th August, 1899. [41]

Auctions.

GOVERNMENT NOTIFICATION. No. 492.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY, the 18th day of September, 1899, at 3 P.M., are published for general information.

By Command, J. H. STEWART LOCKHART, Colonial Secretary's Office, Hongkong, 2nd September, 1899. [1159a]

Particulars of the letting by Public Auction Sale, to be held on Monday, the 18th day of September, 1899, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Yau Ma Tei, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor to Her Majesty the QUEEN for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	LOCALITY.	Boundary Measurements.	Contents in Square Feet.	Annual Rent.	Upset Price.
1	Yau Ma Tei.	250 350 650 650	185,000	1,000	42,450

GOVERNMENT NOTIFICATION. No. 493.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY, the 18th day of September, 1899, at 3 P.M., are published for general information.

By Command, J. H. STEWART LOCKHART, Colonial Secretary's Office, Hongkong, 2nd September, 1899. [1160a]

Particulars of the letting by Public Auction Sale, to be held on Monday, the 18th day of September, 1899, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Mong Kok Tsui, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor to Her Majesty the QUEEN for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	LOCALITY.	Boundary Measurements.	Contents in Square Feet.	Annual Rent.	Upset Price.
1	Mong Kok Tsui.	310 310 403 403	157,460	1,000	42,300

GOVERNMENT NOTIFICATION. No. 494.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY, the 18th day of September, 1899, at 3 P.M., are published for general information.

By Command, J. H. STEWART LOCKHART, Colonial Secretary's Office, Hongkong, 2nd September, 1899. [1161a]

Particulars of the letting by Public Auction Sale, to be held on Monday, the 18th day of September, 1899, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor to Her Majesty the QUEEN for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	LOCALITY.	Boundary Measurements.	Contents in Square Feet.	Annual Rent.	Upset Price.
1	Queen's Road East, near the hill side approached				

Consignees.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Steamship

"MARIA VALERIE,"
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained. This vessel brings Cargo—
From Venice, ex S.S. *Massimiliano*, transhipped at Trieste.

Optional Cargo will be discharged here unless notice to the contrary be given immediately. No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before Noon on the 18th instant, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 18th instant, will be subject to rent.
Bills of Lading will be countersigned by
SANDER, WIELER & Co.,
Agents.

Hongkong, 12th September, 1899. [1173a]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL.

THE Company's Steamship

"MOYUNE,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 22nd instant, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th instant.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 19th instant, will be subject to rent.
Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY.

Bills of Lading will be countersigned by
HOLLIDAY, WISE & Co.,
Agents.

Hongkong, 13th September, 1899. [1170a]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBORO, LONDON AND STRAITS.

THE Steamship

"GLENFARG,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional cargo will be carried on unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 20th instant, will be subject to rent.
All ship damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days of steamer's arrival, after which no claims will be recognised.

McGREGOR BROS. & GOW,
Hongkong, 13th September, 1899. [1168a]

TOYO KISEN KAISHA.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"HONGKONG MARU,"
The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees risk and expense.

J. S. VAN BUREN,
Agent.

Hongkong, 14th September, 1899. [1310]

NOTICE TO CONSIGNEES.

FROM BOMBAY, COLOMBO AND STRAITS.

THE P. & O. S. N. Co.'s Steamship

"COROMANDEL,"
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—
From London, ex S.S. *Rome*.
From Australia, ex S.S. *Oriental*.
From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 21st instant, at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.

Hongkong, 13th September, 1899. [1175]

MEE CHEUNG, PHOTOGRAPHER.

TOP FLOOR OF ICE-HOUSE, IN Ice-House Road.

IS now in a position, in his new and commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. GROUPS AND VIEWS

Hongkong, 12th September 1899. [1174]

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAIMUN,"
Captain Davis, will be despatched for the above Ports, TO-MORROW, the 17th instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LARPAIK & Co.,
General Managers.
Hongkong, 15th September, 1899. [1179a]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"MAIDZURU MARU,"
Captain T. Ogata, will be despatched for the above Ports, TO-MORROW, the 17th instant, at Daylight.

For Freight or Passage, apply to
MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 15th September, 1899. [1151a]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRANI,"
Captain Campbell, will be despatched as above on MONDAY, the 18th instant, at Noon.

For Freight, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 16th September, 1899. [1065a]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

"YUENSANG,"
Captain P. H. Rolfe, R.N.R., will be despatched as above on MONDAY, the 18th instant, at 3 P.M.

This Steamer has Superior Accommodation for First Class Passengers.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 13th September, 1899. [1167a]

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO YOKOHAMA, KOBE AND NAGASAKI.
(Passing through the INLAND SEA.)

THE Company's Steamship

"HOHENZOLLERN,"
Captain H. Kirchner, will leave for the above Ports, on or about WEDNESDAY, the 20th instant.

For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 14th September, 1899. [1169a]

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAI.

THE Company's Steamship

"SACHSEN,"
Captain F. Mentz, due here with the outward German Mail about the 19th instant, will leave for the above place about 24 hours after arrival.

For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 14th September, 1899. [1169a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

"SUNGKIANG,"
Captain Moore, will be despatched as above on FRIDAY, the 22nd instant.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer.

The Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 14th September, 1899. [1175a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TAIYUAN,"
Captain Nelson, will be despatched on WEDNESDAY, the 27th instant, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 8th September, 1899. [1147a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

"TAIYUAN,"
Captain Nelson, will be despatched as above on WEDNESDAY, the 27th instant.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 8th September, 1899. [1147a]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ARGYLE,"
will be despatched for the above port and will be followed by
S.S. "JOHN SANDERSON," at intervals of 2 weeks.

For Freight, apply to
DODWELL & CO., LIMITED,
Agents.
Hongkong, 7th September, 1899. [141a]

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN AND NEWCHANG.

THE Company's Steamship

"KWEIYANG,"
Captain Outerbridge, will be despatched as above on WEDNESDAY, the 20th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 5th September, 1899. [1135a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"PYRRHUS,"
Captain Batt, will be despatched as above on WEDNESDAY, the 20th instant.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 13th September, 1899. [1093a]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(ROBT. M. SLOMAN & CO.—HAMBURG).

FOR NEW YORK VIA SUEZ CANAL.

THE Full-powered Steamship

"PISA,"
Captain Fendt, will be despatched as above on SATURDAY, the 23rd instant.

The Steamer has Superior Accommodation for Passengers and has an Average Speed of 13 knots per hour.

For Freight or Passage, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 11th September, 1899. [1038a]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AIRLIE,"
Captain Clyma, will be despatched as above on MONDAY, the 25th October, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric-light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 9th September, 1899. [1149a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"SARPEDON,"
Captain Grier, will be despatched as above on TUESDAY, the 3rd October.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 8th September, 1899. [1148a]

SHEWAN TOMES & CO.'S "NEW YORK" LINE.

FOR PHILADELPHIA AND NEW YORK.

THE New Steamship

"PING SUEY,"
Captain C. de La Perelle, will be despatched for the above Port, on or about the 5th October.

For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 21st August, 1899. [1020a]

Intimations.

ALL KINDS OF

PROVISIONS, CUTLERY, BRUSHES, BROOMS,

VINOLIA SOAPS AND SCENTS,

FANCY GOODS, TOBACCOS

AND CIGARETTES.

CHEAPEST HOUSE IN THE COLONY.

57 & 59, QUEEN'S ROAD CENTRAL.

THE MUTUAL STORES

(SUB AGENTS LIPTON LIMITED.)

57 & 59, QUEEN'S ROAD CENTRAL.

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57 & 59, QUEEN'S ROAD CENTRAL.

57 & 59, QUEEN'S ROAD CENTRAL.

Intimations.

TREASURY BILLS.

TENDERS FOR SPECIE—MEXICAN DOLLARS, Current in this Colony, and weighing 7.1.7, in Exchange for Sterling Bills drawn at 10 days' sight on the Lords Commissioners of Her Majesty's Treasury, London, will be received by the Officer in charge of H.M. Treasury Chest, until 11 A.M., on MONDAY, the 18th instant.

The Tenders to state the total amount required (in Pounds Sterling), and the amount for which each Bill should be drawn, but no Bills will be issued for sums less than £100.

The Tenders to be in Duplicate and in sealed covers, addressed to the Officer in charge of H.M. Treasury Chest, and endorsed "Tenders for Treasury Bills."

The right to accept or reject any or all of the Tenders is reserved.

E. H. GORGES,
Colonel,
T. C. Officer, China.
Her Majesty's Treasury Office,
Fletcher Street, Queen's Road,
Hongkong, 16th September, 1899. [1180a]

NOTICE.

PRIVATE BOARD AND RESIDENCE,

166, Queen's Road East.

Mrs. HORTON.
Hongkong, 30th June, 1899. [853a]

DUMINY & CO.

CHAMPAGNE

EXTRA DRY

Carte D'Or

Sillery

Demi Sec

Carte Blanche

Chateau de

Charmilores

M. OPPENHEIMER & Co., Paris.

SIEN TING,

SURGEON DENTIST,

No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE.

Consultation free.

Hongkong, 27th September, 1898. [41]

DENTISTRY.

SUI SANG,

(Lately Practising with Dr. L. SAKATA),

DENTIST,

No. 4, Queen's Road Central.

Hongkong, 8th March, 1899. [18a]

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbours:

HUTTON HALL, British ship, Thurber.—Chas. E. Richardson & Co.

The Share Market.

LATEST QUOTATIONS.

(September 16th.)

Banks.

Hongkong and Shanghai Banking Corporation

—350 per cent. prem.

The Bank of China & Japan, Ltd.—(Preference)

nominal.

The Bank of China & Japan, Ltd.—(Ordinary)

—55 buyers.

The Bank of China & Japan, Ltd.—(Deferred)

—55 buyers.

National Bank of China, Ltd.—\$26 buyers.

Do. —\$26 buyers.

Do. —\$26 buyers.

Do. —\$26 buyers.

Do. —\$26 buyers.

Do. —\$26 buyers.

Do. —\$26 buyers.

Do. —\$26 buyers.

Hongkong and China Gas Co., Ltd.—\$130.

Hongkong Rope Manufacturing Co., Ltd.—\$190.

Geo. Fenwick & Co., Ltd.—\$124.

Hongkong Ice Co., Ltd.—\$130.

Hongkong High-Level Tramways Co., Ltd.—\$147.

Dairy Farm Co., Limited—\$6.

Hongkong & China Bakery Co., Ltd.—\$25.

Campbell, Moore & Co., Ltd.—\$15.

Bell's Asbestos Eastern Agency, Limited—£1 nominal.

Bells Asbestos Eastern Agency, Ltd.—\$5.

Carmichael & Co., Limited—\$8.

Hongkong Cotton Spinning, Weaving and Dyeing Co., Ltd.—\$65.

Ewo Cotton Spinning & W. Co., Ltd.—Tls. 70.

International Cotton Mfg. Co., Ltd.—Tls. 75.

Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.—Tls. 75.

Soy Chee Cotton Spinning Co., Ltd.—Tls. 350.

Yahloong Cotton Spinning Co., Ltd.—Tls. 55.</

Consignees.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FUMIE, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Steamship

"MARIA VALERIE,"
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

This vessel brings Cargo—
From Venice, ex S.S. *Massimiliano* transhipped at Trieste.

Optional Cargo will be discharged here unless notice to the contrary be given immediately. No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent to the Office of the Undersigned before Noon on the 18th instant, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 18th instant, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, 12th September, 1899. [11733]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL.

THE Company's Steamship

"MOYUNE,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent to the Office of the Undersigned before Noon on the 22nd instant, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th instant.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 19th instant, will be subject to rent.

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M., TO-DAY.

Bills of Lading will be countersigned by HOLLIDAY, WISE & Co., Agents.

Hongkong, 13th September, 1899. [11704]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBORO, LONDON AND STRAITS.

THE Steamship

"GLENFARG,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional cargo will be carried on unless instructions are given to the contrary before 4 P.M., TO-DAY.

Goods not cleared by the 20th instant, will be subject to rent.

No Fire Insurance has been effected. All ship damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days of steamer's arrival, after which no claims will be recognised.

MCGREGOR BROS. & GOW,
Hongkong, 13th September, 1899. [11684]

NOTICE.

TOVO KISEN KAISHA.

CONSIGNEES OF CARGO per Steamship

"HONGKONG MARU,"
The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees risk and expense.

J. S. VAN BUREN,
Agent,
Hongkong, 14th September, 1899. [1310]

NOTICE TO CONSIGNEES.

FROM BOMBAY, COLOMBO AND STRAITS.

THE P. & O. S. N. Co.'s Steamship

"COROMANDEL,"
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—
From London, ex S.S. *Rome*.
From Australia, ex S.S. *Oriental*.
From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional goods will be landed here unless instructions are given to the contrary before 1 P.M., TO-DAY.

Goods not cleared by the 21st instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent,
Hongkong, 15th September, 1899. [11755]

MEE CHEUNG, PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, IN Ice-House Road.

TS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTISED in the Colony or in any part of the Far East. GROUPS AND VIEWS a specialty.

Hongkong, 24th September 1898 [14]

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAIMUN,"
Captain Davis, will be despatched for the above Ports, TO-MORROW, the 17th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAFAIK & Co., General Managers.
Hongkong, 15th September, 1899. [11792]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"MAIDZURU MARU,"
Captain T. Ogata, will be despatched for the above ports, TO-MORROW, the 17th instant, at Daylight.

For Freight or Passage, apply to MITSUI BUSSAN KAISHA, Agents.
Hongkong, 15th September, 1899. [11514]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"INDRANI,"
Captain Campbell, will be despatched as above on MONDAY, the 18th instant, at Noon.

For Freight, apply to JARDINE, MATHESON & Co., Agents.
Hongkong, 16th September, 1899. [10653]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG,"
Captain P. H. Rolfe, R.N.R., will be despatched as above on MONDAY, the 18th instant, at 3 P.M.

This Steamer has Superior Accommodation for First Class Passengers.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.
Hongkong, 13th September, 1899. [11672]

NORDEUTSCHER LLOYD.

STEAM TO SHANGHAI.

THE Company's Steamship

"SACHSEN,"
Captain F. Mentz, due here with the outward German Mail about the 19th instant, will leave for the above place about 24 hours after arrival.

For further Particulars, apply to MELCHERS & Co., Agents.
Hongkong, 14th September, 1899. [11692]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"SUNGKIANG,"
Captain Moore, will be despatched as above on FRIDAY, the 22nd instant.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer.

The Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 14th September, 1899. [11752]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TAIYUAN,"
Captain Nelson, will be despatched on WEDNESDAY, the 27th instant, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 8th September, 1899. [11472]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"TAIVUAN,"
Captain Nelson, will be despatched as above on WEDNESDAY, the 27th instant.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 8th September, 1899. [11462]

"ARGVILL,"
will be despatched for the above port and will be followed by S.S. "JOHN SANDERSON" at intervals of 2 weeks.

For Freight, apply to DODWELL & CO., LIMITED, Agents.
Hongkong, 7th September, 1899. [9415]

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN AND NEWCHANG.

THE Company's Steamship

"KWEIYANG,"
Captain Outerbridge, will be despatched as above on WEDNESDAY, the 20th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 5th September, 1899. [11352]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"PYRRHUS,"
Captain Batt, will be despatched as above on WEDNESDAY, the 20th instant.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 13th September, 1899. [10932]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Full-powered Steamship

"PISA,"
Captain Fendi, will be despatched as above on SATURDAY, the 23rd instant.

The Steamer has Superior Accommodation for Passengers and has an Average Speed of 13 knots per hour.

For Freight or Passage, apply to CARLOWITZ & Co., Agents.
Hongkong, 11th September, 1899. [9382]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AIRLIE,"
Captain Clyma, will be despatched as above on MONDAY, the 2nd October, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, &c., &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.
Hongkong, 9th September, 1899. [11492]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"SARPEDON,"
Captain Grier, will be despatched as above on TUESDAY, the 3rd October.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 8th September, 1899. [11482]

SHEWAN TOMES & CO.'S "NEW YORK" LINE.

FOR PHILADELPHIA AND NEW YORK.

THE New Steamship

"PING SUEY,"
Captain C. de La Perrelle, will be despatched for the above Port, on or about the 5th October.

For Freight, apply to SHEWAN, TOMES & Co., Agents.
Hongkong, 21st August, 1899. [10202]

Intimations.

THE MUTUAL STORES (SUB AGENTS LIPTON LIMITED), 57 & 59, QUEEN'S ROAD CENTRAL.

ALL KINDS OF PROVISIONS, CUTLERY, BRUSHES, BROOMS, VINOLIA SOAPS, AND SCENTS, FANCY GOODS, TOBACCOS AND CIGARETTES.

CHEAPEST HOUSE IN THE COLONY. (539)

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

Sole Agents in the East for the amalgamated: CLEMENT, HUMBER and GLADIATOR Co., Ltd., DUNLOP TYRES'S BICYCLES—PRICE, \$160.

Aspecial reliable Watch made for this Climate.

Quality A. \$16
Quality B. \$12

40, QUEEN'S ROAD, Watson's Building.

Intimations.

TREASURY BILLS.

TENDERS for SPECIE—MEXICAN DOLLARS, Current in this Colony, and weighing 7.17, in Exchange for Sterling Bills drawn at 10 days' sight on the Lords Commissioners of Her Majesty's Treasury, London, will be received by the Officer in charge of H.M. Treasury Chest, until 11 A.M., on MONDAY, the 18th instant.

The Tenders to state the total amount required (in Pounds Sterling), and the amount for which each Bill should be drawn, but no Bills will be issued for sums less than £100.

The Tenders to be in Duplicate and in sealed covers, addressed to the Officer in charge of H.M. Treasury Chest, and endorsed "Tenders for Treasury Bills."

The right to accept or reject any or all of the Tenders is reserved.

E. H. GORGES,
Colonel,
T. C. Officer, China.
Her Majesty's Treasury Office,
Fletcher Street, Queen's Road.
Hongkong, 16th September, 1899. [11802]

NOTICE.

PRIVATE BOARD AND RESIDENCE,
165, Queen's Road East.
Mrs. HORTON.
Hongkong, 30th June, 1899. [8532]

DUMINY & CO.

CHAMPAGNE

EXTRA DRY

Carte D'Or

Sillery

Demi Sec

Carte Blanche

Chateau de Charmilles

M. OPPENHEIMER & Co., Paris.

SIEN TING, SURGEON DENTIST.

No. 10, D'AGUILAR STREET.
TERMS VERY MODERATE.
Consultation free.
Hongkong, 27th September, 1898. [41]

DENTISTRY.

SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST.
No. 4, Queen's Road Central.
Hongkong, 8th March, 1899. [1182]

NOTICE.

NOT RESPONSIBLE FOR DENTS.
Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbours:—

HUTTON HALL, British ship, Thurber—Chas. E. Richardson & Co.

The Share Market.

LATEST QUOTATIONS.

(September 16th).

Banks.
Hongkong and Shanghai Banking Corporation—350 per cent. prem.
The Bank of China & Japan, Ltd.—(Preference) nominal.

The Bank of China & Japan, Ltd.—(Ordinary) 41 buyers.
The Bank of China & Japan, Ltd.—(Deferred)—45.5 buyers.

National Bank of China, Ltd.—52.6 buyers.
Do. 52.6 buyers.

Marine Insurance.
Union Insurance Society of Canton, Ltd.—\$260.
China Traders' Insurance Co., Limited—\$64.
North China Insurance Co., Ltd.—Tls. 200.
Yangtze Insurance Assoc. Ltd.—\$122.
Canton Insurance Office, Ltd.—\$150.
Straits Insurance Co., Ltd.—\$5.

Fire Insurance.
Hongkong Fire Ins. Co., Ltd.—\$335.
China Fire Ins. Co., Ltd.—\$88.

Shipping.
Hongkong, Canton, & Macao Steamboat Co., Limited—\$34.
Indo-China Steam Navigation Company, Ltd.—\$71.

China and Manila S.S. Co., Ltd.—\$91.
Douglas Steamship Co., Ltd.—\$52.
China Mutual S. N. Co., Ltd.—(Preference)—50 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—45.10 buyers.
China Mutual S. N. Co., Ltd.—(Ordinary)—43 buyers.

Star Ferry Co., Ltd.—\$19.
Refineries.
China Sugar Refining Co., Ltd.—\$148.
Luzon Sugar Refining Co., Ltd.—\$54.

Mining.
Punjom Mining Co., Ltd.—\$91.
Do. Preference Shares—\$2.
Société Française des Charbonnages du Tonkin—\$240.

Quinn Mines, Limited—\$50.
Golube Mining and Trading Co., Ltd.—\$134.
Raub Allan Gold Mining Co., Ltd.—\$634.
Oliver Freehold Mines, Ltd.—(A) \$11.
Oliver Freehold Mines, Ltd.—(B) \$74.
Great Eastern and Caledonian Gold Mining Co., Ltd.—\$2.70.

Docks, Wharves and Godowns.
Hongkong & Whampoa Dock Co., Ltd.—\$40.
Hongkong and Kowloon Wharf and Godown Company, Limited—\$99.
Wanchai Warehouse and Storage Co., Ltd.—\$45.
New Amoy Dock Co., Ltd.—\$18.

Lands, Hotels and Buildings.
China Provident Loan and Mortgage Co., Ltd.—\$9.75.
Hongkong Land Investment and Agency Co., Ltd.—\$115.

Kowloon Land and Building Co., Ltd.—\$29.
West Point Building Co., Ltd.—\$35.
Hongkong Hotel Co., Ltd.—\$136.
Hampshire's Estate and Finance Co., Ltd.—\$107.

Miscellaneous.
Green Island Cement Co., Ltd.—\$30.
China-Borneo Co., Limited—10.
S. Watson & Co., Limited—\$17.
Hongkong Electric Co., Limited—\$1.

Hongkong and China Gas Co., Ltd.—\$130.

Hongkong Rope Manufacturing Co., Ltd.—\$190.
Cheong Cheong & Co., Ltd.—\$24.
Hongkong Ice Co., Ltd.—\$130.
Hongkong High-Level Tramways Co., Ltd.—\$147.

Dairy Farm Co., Limited—\$6.
Hongkong & China Bakery Co., Ltd.—\$23.
Campbell, Moore & Co., Ltd.—\$15.
Bell's Asbestos Eastern Agency, Limited—£1 nominal.

Bells Asbestos Eastern Agency, Ltd.—\$5.
Carmichael & Co., Limited—\$8.
Hongkong Cotton Spinning, Weaving and Dyeing Co., Ltd.—\$55.
Ewo Cotton Spinning & W. Co., Ltd.—Tls. 70.
International Cotton Mfg. Co., Ltd.—Tls. 75.
Lau-uk-mow Cotton Spinning & Weaving Co., Ltd.—Tls. 75.

Soy Chee Cotton Spinning Co., Ltd.—Tls. 350.
Yahloong Cotton Spinning Co., Ltd.—Tls. 55.
Tebrau Planting Co., Ltd.—\$4 per share.
Tebrau Planting Co., Ltd.—\$5.

BENJAMIN, KELLY & POTTS (Share Brokers.)
Telegraph Address—"Rialto."

EXCHANGE.

Hongkong, 16th September.
ON LONDON, Telegraphic Transfer...111/11 5/16
Bank Bills, on demand...111/11 5/16
Credits, 4 months' sight...111/11 5/16
Dinents, 4 months' sight...111/11 5/16

ON BERLIN, Bank Bills, on demand...111/11 5/16
Credits, 4 months' sight...111/11 5/16
ON NEW YORK, Bank Bills, on demand...111/11 5/16
Credits, 30 days' sight...111/11 5/16

ON BOMBAY, Telegraphic Transfer...111/11 5/16
On demand...111/11 5/16
ON SHANGHAI, Telegraphic Transfer...111/11 5/16
Private, 30 days' sight...111/11 5/16

ON YOKOHAMA, T.T. ...111/11 5/16
Sovereigns, Bank's Buying Rate...111/11 5/16
Gold Leaf too tough, per tael...111/11 5/16
Bar Silver...111/11 5/16
Dollars...111/11 5/16

OPPIUM QUOTATIONS.
Hongkong, 16th September.
New Patna...111/11 5/16
New Benares...111/11 5/16
New Malwa...111/11 5/16
Old Malwa...111/11 5/16
Persian, paper tied...111/11 5/16